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A History

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NEW YORK
1927

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CHAPTER XXXII.

CITIES OF NEW HAMPSHIRE.

Their Population—Manchester and the Textile Industry—Derryfield—History of the Amoskeag Mills—Manchester Charter, 1846—Nashua Charter, 1853—Principal Industries—Concord Charter, 1853—Historical Society—State House—Portsmouth Charter, 1849—Interstate Bridge, 1923—Navy Yard—Ship Building Industry—Portsmouth Landmarks—Famous Houses—Dover Charter, 1855—Old Landmarks—Textile Industry—Keene Charter, 1873—Varied Industries—Rochester Charter, 1891—Rochester Fair—Gonic—Somersworth Charter, 1893—Great Falls—Mills on the Salmon Falls River and Cocheco River—Laconia Charter, 1893—Veterans' Association at The Weirs—Franklin Charter, 1894—Early Settlements on the Upper Merrimack—Daniel Webster's Birthplace—Berlin Charter, 1897—Chemical Industry—Paper and Pulp.

Population of Cities—There are 11 cities in New Hampshire, the oldest and largest of which is Manchester, chartered in 1846. As all of these cities were chartered within half a century of each other, their histories are grouped in this chapter as a part of the history of the Granite State during the last half of the 19th century.

In previous chapters sketches of each of the 224 towns have appeared in the appropriate chronological position. The cities and towns together comprise all the municipalities in the State.

The following table shows the population of the 11 cities during the last 30 years and the county in which each is situated.

City.	County.	1920	1910	1900
Berlin	Coos	16,104	11,780	8,886
Concord	Merrimack	22,167	21,497	19,632
Dover	Strafford	13,029	13,247	13,207
Franklin	Merrimack	6,318	6,132	5,846
Keene	Cheshire	11,210	10,068	9,165
Laconia	Belknap	10,897	10,183	8,042
Manchester	Hillsborough	78,384	70,063	56,987
Nashua	Hillsborough	28,379	26,005	23,898
Portsmouth	Rockingham	13,569	11,269	10,637
Rochester	Strafford	9,673	8,868	8,466
Somersworth	Strafford	6,688	6,704	7,023

I.—Manchester and the Textile Industry.

Early History—More than 100 years after the Pilgrim fathers landed at Plymouth Rock, the first white settlement was made. In 1722 John Goffe, Jr., Edward Lingfield, and Benjamin Kidder came from Massachusetts and established their homes near the mouth of Cohas Brook, and a few years later Archibald Stark, John McNeil, and John Riddell

left their homes in Londonderry, and located on the east bank near the falls of Amoskeag.

The name of Goffe is conspicuous in early history, and is still borne by the prosperous village and the falls near which he lived, while the fame of Stark and of his descendants has illumined with unfading light the pages of our country's history.

History has recorded that during the Seven Years' War, and the Indian wars that preceded it, old Amoskeag furnished more fighting officers and fighting men than any other place or territory of equal extent in New England, and no names are written higher or beam brighter upon the roll of honor than Stark, Webster and Goffe.

On the third day of September, 1751, Derryfield was incorporated. Her ancient charter, granted by King George II, in the twenty-fifth year of his reign, included 18 square miles taken from the town of Chester, nine from the town of Londonderry, and eight from Harrytown, and in 1792 that part of Harrytown which was called Henrysburg was annexed. The seat of government was then at the little hamlet which has been known as Manchester Center, and the place where the voters met and the business of the town was transacted was the tavern of John Hall.

In the Revolutionary War—The War of the Revolution began. The blood of American patriots crimsoned the green at Lexington, and the call to arms resounded along the valley of the Merrimack. Thirty-four out of thirty-six who could respond, in this little town of Derryfield, answered to that call. In that long and doubtful struggle for independence, the men of this town, faithful to the "association test," which all had taken, performed their duty with unflinching courage and left a record of valor and patriotism unsurpassed in the history of that heroic age. They were with Stark and Moor at Bunker Hill, and were the last to leave those heights from which the British hosts, by repeated assaults, had failed to drive them. At Trenton, Princeton, Bennington, and on many other hard fought battlefields, they were among the truest and the bravest of the patriot army.

Judge Blodget and Amoskeag—The triumph of American arms and the achievement of our independence were duly celebrated at Amoskeag on the 10th day of July, 1783. The termination of this long war was followed by a constructive period, during which this little community, slowly increasing in numbers, was devoting itself more attentively than before to agricultural pursuits. Ten years later Judge Blodget, who had been a commissary in the army, and a judge of the court of common pleas for this county, came to reside on the east side of the river, near the falls. He was a man of rare enterprise, indomitable will, and great wealth. He had conceived the plan of constructing a canal around the falls for the purpose of conveying to market the vast amount of lumber

which was easily accessible from the river and its tributaries. His work was commenced the following year, but was not successfully completed until 1807, when, upon a May day of that year, he passed through the canal and the locks to the river, and realized the success of his long-cherished plan, and the gratification of his highest ambition.

In three years after the death of Judge Blodget, the people of this community discarded the name of Derryfield and, under proper authority, assumed the more appropriate name of Manchester.

In the early part of 1809, a small cotton mill was erected on the west side of the Amoskeag falls by Benjamin Prichard, Ephraim, David, and Robert Stevens. This was the beginning of industrial development but no remarkable progress was made until after the incorporation of the present Amoskeag Manufacturing Company, in 1831. This company became the owner of all water power, and a large tract of land amounting to about 2,500 acres on both sides of the river. In 1838, and at subsequent sales, a part of this land was conveyed by the company, and was soon occupied for business and residential purposes. The new village, as it was called, then sprang into existence, and in 1841, after a spirited controversy, the seat of government was transferred from the Center, and the first town meeting was held in a hall upon Amherst Street.

Now in 1838 a division was made in the work. Several men decided to form a new company for the manufacture of cotton goods alone. They purchased land and water rights from the Amoskeag, arranged with them for the construction of a mill, and obtained from the Legislature an act of incorporation under the name of Stark Manufacturing Company. On June 24, 1839, the canal was filled for the first time and they began to grind cards. On July 21st, "they got off two pieces of cloth, having been less than one month from grinding the cards to the production of cloth." Such deliberateness did not last long however. By the early fifties more mills had been built, equipment increased and improved, the combined production of which was 2,180,000 two-bushel bags, 8,000,000 yards of sheeting, drilling and duck annually. The payroll was $30,000 a month. This achievement might well have seemed the fulfillment of that early vision of the settlers, but development had not ended, for from 1863 to 1880 the record was one of steady growth in every way, in looms, spindles, and buildings. By 1880 they were employing 950 women, 250 men, and had a payroll of $40,000 a month.

Other corporations soon formed, and it is a matter of extraordinary interest to note the growth of these cotton and woolen industries. In 1846 there were the mills of the Amoskeag, Stark, and Manchester, with their 88,320 spindles, 2,418 looms, 1,960 employees, and they were manufacturing yearly 19,400,000 yards of cloth. In 1896 there were the Amoskeag, Stark, Amory, Manchester, and Devonshire mills, and the printing

MANCHESTER COUNTRY CLUB. HAS ONE OF THE FINEST 18-HOLE GOLF COURSES IN NEW ENGLAND

Courtesy of Manchester Chamber of Commerce

VIEW OF MANCHESTER LOOKING WEST SHOWING A SECTION OF THE AMOSKEAG MANUFACTURING COMPANY, THE LARGEST COTTON AND WOOLEN MILL IN THE WORLD

Courtesy of Manchester Chamber of Commerce

department of the Manchester, with a total of 565,000 spindles, 18,379 looms, capable of employing 14,180 operatives, and of manufacturing yearly 199,770,000 yards of cloth, and of printing 46,800,000 yards.

From 1880 to 1899 the Stark Mills were not only doubled in size but strengthened financially. Severe competition was encountered, however, and the Stark Mills changed hands several times, working under new management always with increase in equipment and production. Finally, in 1913, the company became a Massachusetts corporation, surrendering for the first time its New Hampshire charter and assuming the name of International Cotton Mills with Lockwood Greene & Company as managers. When America entered the World War Stark was able to meet the demands of the government and fulfill them so efficiently that by 1921, when business was resumed on a peace basis, the Stark Mills' annual production was 30,000,000 yards and their pay roll for 1,700 employees, $1,500,000.

Recent History of Amoskeag—The Langdon Mills, Print Works, Manchester Locomotive Works and the Amoskeag Paper Company were added to the banks of the Amoskeag canals and gradually the Amoskeag Manufacturing Company, which became a Massachusetts trust corporation, absorbed all the others. In 1905 it took over the Amory Mills and the Manchester Mills. The locomotive works were absorbed by the American Locomotive Company and then sold to the Amoskeag and converted into a garage. Finally the Stark Mills met with financial reverses in the after-war depression and the Amoskeag bought these. The last new mill constructed in Manchester was the Coolidge Mill built by the Amoskeag in West Manchester in 1911 and named in honor of T. Jefferson Coolidge. The company constantly improved its water power and built a new dam across the Merrimack River in 1871 and another much larger one in 1924.

The officers of the company also incorporated the Moore's Falls Company for the construction of a dam at Goff's Falls, about four miles south of the Amoskeag plant.

In 1922 the company suffered heavily from the big textile strike, which tied up the industry all through New England. As a result of this strike and depression in the textile trade, the company in recent years has not been on a profitable basis. Its products, however, are known and since 1851, when the company was awarded first prize at the World's Fair in London, the trade mark of the Amoskeag has been seen all over the world.

The shoe industry and the manufacture of cigars are the next largest industries in the city.

Incorporated as a City, 1846—Manchester, as a city, came into existence in a year of great excitement and unrest. War with Mexico

had been declared, and Palo Alto and Resaca de la Palma had already been fought, while the echoes of the cannon of Monterey furnished the grim accompaniment to the first session of its councils. In our own State, factional discord was at its worst, and Anthony Colby, failing of election by the people, had been chosen Governor by the Legislature, through a coalition of the Whigs and Free Soilers. At the March town meeting of that year, 1846, Manchester having then a population of more than 10,000, and being entitled to eight representatives in the general court, a committee was chosen to petition the Legislature for a city charter. This committee consisted of David Gillis, Samuel D. Bell, Isaac Riddle, William C. Clarke, John A. Burnham, Luther Farley, and Walter French.

The Legislature assembled in Concord on Wednesday, June 3, 1846. Manchester's representatives in the House were Herman Foster, Jacob F. James, J. W. Mowry, Ira W. Moore, Daniel Clark, Daniel Savage, Eben C. Foster, and Edwin Baldwin. Of the 12 senatorial districts into which the State was then divided, only five had chosen Senators by popular vote. The Legislature, in joint convention, filled the vacancy in District No. 3 by the election of James U. Parker, of Manchester, brother of Nathan Parker, and with him the founder of the Manchester Bank. Mr. Parker was subsequently elected president of the Senate. John P. Hale was chosen speaker of the House.

On Tuesday, June 9, 1846, Daniel Clark, of Manchester, presented the petition of "the town of Manchester" for a city charter. No such petition had ever before been presented in a New Hampshire Legislature.

On Saturday, August 1, 1846, a town meeting was held to act on the question of accepting the act of incorporation. The vote stood 485 in favor of accepting the charter and 134 against it.

First City Election—The first city election occurred August 19, 1846, when there were four candidates: Hiram Brown, Whig; William C. Clarke, Democrat; Thomas Brown, Abolition, and William Shepherd. There were 1,170 votes cast. Hiram Brown had 569; Clarke, 442; Thomas Brown, 106; Shepherd, 42, and there was no choice.

The second election for mayor took place September 1, 1846, when Hiram Brown had 602 votes; Isaac C. Flanders, Dem., 347; Thomas Brown, 109, and 51 were scattering.

Hiram Brown was declared elected.

The city government was organized in the city hall September 8, 1846. Moses Fellows, chairman of the retiring board of selectmen, presided, and prayer was offered by Rev. C. W. Wallace. Daniel Clark administered the oath of office to Mayor Brown. At that time the valuation of the city was $3,187,726; the tax list for 1846 was $22,005.95; number of polls, 2,056, and the population, 10,125.

MANCHESTER PRACTICAL ARTS SCHOOL

MANCHESTER INSTITUTE OF ARTS AND SCIENCES

In the Civil War—When the War of the Rebellion commenced Manchester responded with the same spirit that animated the patriot fathers in the Revolution. Her sons were worthy of their sires, and at their first official meeting the mayor was ordered to cause the Stars and Stripes to be raised over the city hall, there to remain until that flag was recognized as the national emblem all over this broad land, and at a public meeting it was unanimously resolved to pledge the last man and the last dollar to the preservation of the Union. Under the various calls of the government 2,828 of the sons of Manchester went forth to the battlefields of the South.

The first schoolhouse in Manchester was built in 1795. Others followed as fast as there was demand for increased educational facilities. About the same time McGregor Bridge was built across the Merrimack, from the present terminus of Bridge Street on the west. In 1853 the village of "Amoskeag" was severed from Goffstown and annexed, and the village of "Squog" from Bedford, so that Manchester now takes in territory on both sides of the Merrimack River. Attempts to annex more territory from Bedford, Goffstown and Hooksett in the Legislature of 1915 were unsuccessful. Efforts to make this the capital were unsuccessful in 1863 and in 1907.

The State Industrial School was located here in 1855 at the north end of the city on the farm of John Stark.

One of the finest country clubs in the State, with an 18-hole golf course, has recently been erected at the south end of the city.

Library and Churches—In 1846 the Manchester Athenaeum was established and in 1854 the public library took over the books of the Athenaeum. This library was moved in 1910 to the Carpenter Memorial Library, given to the city by Frank P. Carpenter, and what was formerly the library is now used as the home of the Amoskeag Textile Club.

The churches were originally of the Congregational denomination. The First Congregational Church was organized in 1839 through a union of the Congregational Society and the Presbyterian Church. The Franklin Street Church was established in 1844 and the other old churches are the Roman Catholic Cathedral of St. Joseph, St. Anne's Catholic Church, St. Augustine's French Catholic Church and the First Methodist Church. Rev. Dr. C. W. Wallace preached for 35 years at the Hanover Street Congregational Church and the Rev. Dr. Burton W. Lockhart for almost as long a period at the Franklin Street Congregational Church. In the Roman Catholic Church the Rev. William MacDonald occupied an unusually long pastorate. The Rev. John J. Lyons was pastor of St. Anne's for 41 years until his death in 1926.

The Roman Catholic diocese of Manchester was established in 1884 with Rev. Dennis M. Bradley as the first bishop from 1884 to 1903,

Rev. John B. Delany from 1894 to 1906, and Rev. George Albert Guertin since 1906.

Manchester has had seven Governors of New Hampshire—Frederick Smyth, James A. Weston, Ezekiel A. Straw, Person C. Cheney, Moody Currier, Charles M. Floyd, and Albert O. Brown.

In 1896 the 50th anniversary of the charter of the city was observed at the greatest public celebration ever held in New Hampshire. The town house was built in 1841 and destroyed by fire August 12, 1844. The city hall was erected in 1845 and is modelled after the city hall in Paris, France. Recent mayors of the city have been Edgar J. Knowlton, William C. Clarke, Eugene E. Reed, Edward C. Smith, who died in 1926, Charles C. Hayes, Harry W. Spaulding, Moise Verrette, George E. Trudel and Arthur E. Moreau. The last three of these mayors have also been members of the Governor's council at the same time at which they were mayors.

Police and Fire Protection—The Manchester Fire Department consists of 118 permanent men and 32 call members and is governed by a fire commission established in 1917. The fire alarm telegraph system was installed in 1913. The per capita fire loss for the ten years since 1916 was $2.09 compared with an average throughout the country of $4.94.

The Police Department is governed by the State Police Commission and Michael J. Healy has been chief of police for more than 30 years.

The health department was established in 1885. The area of the city is 34 square miles and within it are 216 miles of streets and 115 miles of sewers. The water supply comes from Massabesic Lake, which was converted into a water works in 1874 and contains a sheet of 2,530 acres of water situated four miles east of the city.

In 1927 the city was zoned under the first zoning law in the State, with Charles F. Bower chairman of the zoning board. The department of buildings was established in 1911 and new buildings are constructed in accordance with the building zones.

The school system consists of three high schools, 25 grammar and primary schools, and a manual training school, with faculties of 275 teachers, instructors and principals. The parochial schools are under the director of education for the Diocese of Manchester and include about the same number of pupils as are registered in the public schools. The Manchester Institute of Arts and Sciences is one of the unique educational institutions of the country and occupies a home given by Mrs. Emma B. French. The historical society has a valuable collection of historical matters, including a number of works of art by John Rodgers who lived in Manchester before the Civil War.

The public park system includes 15 parks with 226 acres and 90,000

THE CARPENTER—MANCHESTER'S NEW MILLION DOLLAR HOTEL
Courtesy of Manchester Chamber of Commerce

trees. Part of the parks are used for public playgrounds. The city also maintains toboggan slides, skating rinks and ski jumps. A radio broadcasting station is maintained at the New Hampshire State Armory. There are four national banks in the city with resources, on January 1, 1927, of $13,684,000; and six savings banks with deposits on the same day of $60,806,000. The taxable property in the city amounts to $122,000,000. The population in 1927 was estimated at 84,000.

II.—Nashua, the Second City.

Formerly "Dunstable"—Nashua was granted in 1673 and named "Dunstable" or "Old Dunstable," and a charter was obtained from Massachusetts. In 1739 part of "Dunstable" was set off and made into "West Parish of Dunstable," which later became Hollis. In 1741 the boundary between New Hampshire and Massachusetts was established, so that it divided "Dunstable" very nearly in the middle. In 1746 the New Hampshire part of "Dunstable" was incorporated. In 1763 part of the town, known as "One Pine Hill," was annexed to Hollis, and in 1773 additional territory was annexed to the same town. In 1825 mills were built in "Dunstable," which made it an industrial center, and in 1835 the Boston & Lowell Railroad went into operation. The name was changed to Nashua in 1836. Part of the town was set off in 1842 and incorporated into "Nashville," but in 1853 these two towns were reunited and made into the city of Nashua.

Second City in Population—Nashua is the second city in size of population within the State. Manufacturing of many kinds is carried on here—textiles and shoes predominating.

The city is singularly fortunate in being a railroad center, several branches of the Boston and Maine Railroad passing through this junction point. Nashua is also on the Daniel Webster Highway which extends through the Merrimack Valley, from Boston to the White Mountains.

The Nashua Country Club, with one of the finest golf courses in New England, is located at the south end of the city. Nashua was the most prosperous of New Hampshire cities during the period of semi-depression which followed the World War and it now faces the future with every prospect of continued industrial success.

Nashua's largest industry is the Nashua Manufacturing Company, which also operates the Jackson Mills. The White Mountain Ice Cream Freezers, known all over the world, are made in Nashua. The Gate City is also the home of the Maine Manufacturing Company, makers of refrigerators.

The Nashua Gummed and Coated Paper Company employs several hundred persons. The International Shoe Company and the J. F. McElwain Company are the leading shoe manufacturers. The Nashua Manu-

facturing Company has recently purchased the E. E. Taylor factory. which was at one time the largest shoe factory in the world under one roof.

During 1925 Nashua experienced an unprecedented boom in the building of homes. More than 200 new houses were erected. Operations reached proportions which even the most optimistic did not dare dream of a few years ago.

The city of Nashua originally had a population of 8,942 and in 1927 the estimated population was 30,000. It is the county seat of Hillsborough County.

Among its prominent citizens have been General George Stark, Senator Charles G. Atherton, General Aaron F. Stevens, General John G. Foster, Judge Edward E. Parker, and Governor George A. Ramsdell. The first mayor was Josephus Baldwin and in 1926 the mayor, Eaton D. Sargent, was the Democratic candidate for Governor.

III.—Concord, the Capital.

Story of Old Concord—Concord was originally known as "Penacook" and was granted by the Massachusetts Colony in 1659 to Richard Waldron and others. It was regranted by the same authority in 1725 to Ebenezer Eastman and others, and he was the first settler in 1727. The town was incorporated in 1733 by Massachusetts and the name changed to "Rumford." It was reincorporated in 1765 by New Hampshire and the name changed to Concord. There was a long standing dispute between New Hampshire's grant of 1727 and the Massachusetts grant, which the king settled in 1762 in favor of "Rumford." Parts of Canterbury and Loudon were annexed in 1784 and part of Bow in 1804. Concord became the seat of government about 1800. The first State capitol was built in 1816 and remodeled in 1865, and the Legislature has met in it since 1819. Concord became a city in 1853. Part of Bow was annexed in 1856.

Granite quarrying has always been one of the principle businesses, and it is of interest to note that at the building of the Congressional Library at Washington, Concord granite was specified.

Stage coaches were formerly manufactured at the Abbott-Downing Company, and shipped to all parts of the world, but the old company has gone out of existence and in its place is an automobile truck and body building company.

Here also is located the Rumford Press, magazine and book publishing plant, the Page Belting, which has been in existence nearly a century, and the Durgin division of the Gorham Silverware Company.

The city derived its name from the amicable settlement of the controversy that arose between the inhabitants of the city (then known as Rumford) and the town of Bow, over territorial boundaries. Because

FEDERAL BUILDING, CONCORD

Y. M. C. A. BUILDING, CONCORD

of the harmony that resulted after the dispute was settled it was decided to name the township "Concord."

Famous Residents—The old settlement of Concord was at Penacook or Rumford and one of the landmarks is the residence of the Rev. Timothy Walker, leading citizen of Concord at the time of the Revolution. Concord was for a time the residence of F. S. B. Morse, who invented the telegraph and his wife was Lucretia Walker, the great granddaughter of the first minister in town. Governor Frank W. Rollins lived in Concord and Governor John G. Winant lived near St. Paul's School, in which he was assistant to the rector, Rev. Dr. Samuel S. Drury, before becoming Governor.

Concord is not only the capital of New Hampshire, but it is the seat of Merrimack County. The homes of Robert Rogers, the famous ranger, Governor Isaac Hill, and President Franklin Pierce were here. The show places are the Historical Society building and the State House.

The Historical Society was chartered in 1823 and formerly held its library and meetings in the State House. In 1840 the society moved to the Merrimack County Bank Building. In 1869 the society purchased this building. It has been one of the most successful historical organizations in the country and has published, from time to time, collections of historical documents of great value.

In 1912 it moved into its present home, which is largely the result of the generosity of Edward Tuck, of Paris, France, a wealthy son of Amos Tuck. Mr. Tuck's building was turned over to the society in 1912 and now contains not only a valuable library of New Hampshire books, but also many fine works of art. Some consider the building the most beautiful edifice in the State. This is made of Concord granite and over the door is an emblematic sculptured group by Daniel Chester French, the great New Hampshire sculptor.

The State Library was first situated in the Secretary of State's office in the State House and it was not until 1889 that plans were made for a library building. In 1895 the present building was opened and it now contains the largest collection of law books in the State. In 1927 plans were considered to make a considerable addition to the building. In the library are the quarters of the Supreme Court. The present library cost $350,000 and at its dedication there were addresses by William J. Tucker, president of Dartmouth College; Judge Isaac W. Smith and others.

The Original State House—From 1790 until 1816, the General Court assembled, whenever it assembled in Concord, in the old town house, located where the present Merrimack County bulding stands on North Main Street. In the latter year the Legislature proposed to the town of Concord to build a State House.

Concord was at that time a town of less than 2,500 inhabitants. Main Street was its only street, and on that from what is now Bridge Street to Horse Shoe Pond there were 60 houses. The town was large enough, however, to have a north end and a south end, and upon the action of the Legislature a spirited controversy immediately arose between the inhabitants of the two sections as to where the house should be located.

The northenders favored the old town house site or the Stickney property at the corner of Main and Court streets, and the town itself at the annual town meeting held March 12, 1816, voted "that the town house may be removed if the Legislature should want to make use of the land for a State House on which said house stands." The inhabitants of the south end were in favor of the location at or near the place where the State House now stands. Especially interested in securing this result were Colonel William Kent, Governor Isaac Hill, and William Low. In examining the two localities it appears that a committee of the Legislature had reported favorably on the Stickney land near the town house, but the decision was left with the Governor and council. In order to fulfill conditions subscriptions were started at both the north and south ends. The latter soon amounted to $5,000.

It is said that the Governor and council were as much divided in their opinions as the people of the respective sections. Two of the council, General Benjamin Pierce, father of President Franklin Pierce, and Samuel Quarles, were decidedly in favor of the Stickney location, they boarding at the north end. A day was appointed to decide the question, but it happened that just at this juncture one member of the council who was in favor of the north end location was called away on special business and before his return the Governor and council decided the question in favor of the south end. The absence of that member of the council changed the business center of Concord, and, of course, benefited the south end, which at that time did not extend much below Pleasant Street.

The State House was built of stone from Rattlesnake Hill, which was dressed by convicts at the State prison. The cornerstone was laid September 4, 1816, by Governor Plumer and in June, 1819, the Legislature first convened in the new buildings at the inauguration of Governor Samuel Bell. Albe Cady, William Low and Jeremiah Pecker were the building committee. The expense including the furniture and fence, was nearly $82,000. The lot, which was purchased and presented to the State, contains about two acres and formerly belonged to the estate of Peter Green. The Senate at the time the house was dedicated numbered 12 members, and the House 194.

Remodeling During the War—The enlargement of the old State House in 1863-66 originated in the increased wants of the Legislature and the State offices, which had entirely outgrown the old house, and

AN OLD VIEW OF CONCORD

FROM AN OLD PRINT OF NASHUA

was carried out only after a bitter contest, not between the northenders and southenders, but between Concord and Manchester, the former fighting for the retention of the capitol, and the latter to secure its removal to the Queen City. In 1863 the Legislature authorized the Governor to cause plans for the enlargement of the State House to be made by some competent architect and to receive propositions from Concord, or any other city having the necessary railroad facilities, as to what such city could do towards furnishing a house adequate for the wants of the State.

The action of the Legislature was carried into effect by Governor Gilmore; the plans were revised by J. G. F. Bryant, of Boston, and the Governor laid the matter before the Legislature of 1864. On the third day of the session his excellency submitted to the Legislature memorials from the cities of Concord and Manchester, the former urging the retention of the seat of government in that place and proposing to remodel the old State House on the second plan furnished by Mr. Bryant to the satisfaction of the Legislature, and without expense to the State; or to expend $100,000 on any plan the Legislature might select. The latter presented the advantage of Manchester as a location for the capitol and proposed to raise a sum not exceeding $500,000, with which to build a State House without charge to the State.

This was the beginning of a bitter contest between Concord and Manchester. Their respective propositions were on the 10th of June referred to a select committee, consisting of one from each county. On the final vote, 132 to 159, the capitol was finally located on its old site, provided the city of Concord should comply with the provisions of the bill.

The changes made increased the depth of the building on the west side and added a French roof story on the north and south wings; and these changes enlarged Representatives' Hall and the Senate chamber, the offices on the first floor, and greatly increased the accommodations for committee rooms. Outwardly the appearance of the front of the building was materially improved by the construction of the portico with its massive granite supporting columns across the entire breadth of the center section and the removal of the doors leading into the north and south wings.

Second Enlargement, 1910—The same causes which compelled the remodeling of the old State House in 1864-66 made necessary the building of a new State House in 1909-10. The Senate had been increased to 24 members; the House, by the growth of the State as shown by the censuses of every decade from 1870 down to 1900, had gained in numbers to a membership of nearly 400. State officers and commissioners had multiplied until it became necessary to house them in blocks all through the business district.

Bills for an entirely new State House at an expense of $1,000,000 were introduced at the sessions of 1905 and 1907 by Henry M. Baker, of Bow, but they never passed beyond the committee stage. At the session of 1909, however, action was precipitated by a bill introduced by Representative Danforth of Concord appropriating $1,000,000 for a new State House in Concord which was followed by a bill of Representative Buffum, of Winchester, authorizing the enlargement and improvement of the structure, and then came the proposition from Manchester to give the State a new capitol building at a cost of $1,000,000, provided the Legislature would vote to remove the seat of government to that city, which was presented by Representative Hurd.

All three bills were referred to the committee on public improvements of the House, of which Charles S. Emerson, of Milford, was chairman. The action of Manchester revived the old strife and bitterness between the two cities engendered by the fight of 1864. Manchester's claims for the capitol were presented by ex-Governor Charles M. Floyd and Walter M. Parker, while almost every man of influence in Concord came to the defense of the right of the city in the building. Especially prominent in the proceedings were George H. Moses, Benjamin A. Kimball, General Frank S. Streeter, John M. Mitchell and others, who were efficiently backed in their efforts by the Concord Commercial Club, the Wonolancet Club, and other organizations. The fight was short, sharp and decisive. The committee gave all a chance to be heard exhaustively, and reopened the hearing several times in order to hear further arguments from the down river city. The members also went to Manchester upon invitation from that city and looked over the various locations suggested as sites for the structure in the event of favorable Legislative action.

State House Over-Crowded—Concord won the contest by a vote of 277 to 69 and instead of moving to Manchester, it was decided to enlarge the State House in Concord. This was done under the administration of Governor Henry B. Quimby in 1909 and 1910 and a new front was put onto the building on the west side. The remodelled State House was dedicated October 25, 1910, with addresses by David Cross, of Manchester, who was then the oldest living ex-member of the Legislature, having first served in the House of Representatives in 1848; Senator Jacob H. Gallinger, former Senator William E. Chandler, former Congressman Hosea W. Parker, former Governor N. J. Bachelder, and Samuel D. Felker, who was to be Governor three years later.

The building was next outgrown during the World War when so many new departments were taken on that the State leased the "White House" in Concord as the State House annex. This was surrendered during the administration of Governor Albert O. Brown in 1921 and a ten year lease was taken on the upper floors of the Patriot Building, which was owned by John G. Winant.

STATE HOUSE, REAR VIEW

IV.—Portsmouth and the Shipping Industry.*

Ancient Portsmouth—Portsmouth was settled in 1623 by David Thompson, a Scotchman, at Odiorne's Point, at the entrance of the Piscataqua River. The city is now located three miles from the sea on the southwest bank of the river. It celebrated its tercentenary in 1923. It was the capital of the province of New Hampshire prior to the Revolution. From the early days of its history, Portsmouth has been a shipbuilding town.

Portsmouth was settled in 1623 and is one of the oldest cities in the country. In 1631 the "Council of Plymouth" granted the place as a township and named it "Piscataqua," which later was changed to "Strawberry Bank." In 1653 the General Court of Massachusetts incorporated it and changed the name to Portsmouth after an English city. In 1693 part of Portsmouth was set off and incorporated into New Castle. In 1704 another part was set off and incorporated into Greenland, and in 1721 more territory was severed and annexed to Greenland. In 1726 part of Portsmouth, together with other territory, was incorporated into Rye. In 1821 part of Newington was annexed to Portsmouth. Portsmouth became a city in 1849.

The whole region is noted as an ocean summer resort, and for its hotels, such as the celebrated Wentworth, scattered along the different beaches, Hampton, Rye and York, Between 3,500 and 5,000 touring automobiles pass through Portsmouth daily in the summer time, en route either to Maine resorts and the White Mountains, or returning. The Shore boulevard is one of the two roads leading from Portsmouth toward the south. A steamer sails from Portsmouth daily, in the summer, to the Isles of Shoals, seven miles at sea. They are widely known through the writings of Celia Thaxter, who lived on one of them. They were visited by Captain John Smith in 1614. Conventions are held on the islands in July and August. The daily candle-light service is noted.

Portsmouth is widely known for its fine examples of Colonial architecture, and particularly, its doorways and carved woodwork. It probably has more interesting Colonial doorways than any other city or town in New England.

Interstate Bridge—A two-million dollar bridge is the Portsmouth Bridge across the Piscataqua River to Kittery, Maine, in memory of American soldiers and sailors. It was built at the expense of the Federal government, the States of New Hampshire and Maine, and the city of Portsmouth. Owing to the fact that the average depth of the water is from 40 to 60 feet, Portsmouth Harbor being the deepest on the Atlantic Coast, the sinking of the piers of this bridge was an unusually

*Detailed history of the city of Portsmouth will be found in Chapters III, IV and XIV.

difficult engineering feat and involved the use of caissons at a depth of 80 to 90 feet under the surface of the water. This bridge provides a route into Maine.

New Hampshire appropriated her share of the cost of building the bridge in 1919 and the bridge was completed in 1923. Portsmouth built a beautiful approach to the bridge, having removed a number of large buildings and constructed a very handsome park. Maine condemned the territory on its end in Kittery and established a park at the point where it lands in the Pine Tree State.

Opening of the bridge for traffic provided the connecting link in the main artery of traffic from Maine to southern New England. Its completion marked the passing also of one of the historic landmarks of that section, the old toll bridge of the type that flourished so long in New England that finally became one of the chief sources of irritation to the thousands of motorists who were forced to use them. This old structure was erected on wooden piers and was more than 100 years old.

Funds for the bridge, erected as a memorial to the citizens of Maine and New Hampshire who served in the World War, were provided by appropriations of $500,000 each by the two States and an equal appropriation by the Federal Government because of its particular value to the navy as a connecting link between the Portsmouth Navy Yard and the city of Portsmouth. The cost of the approaches brought the total up to $2,000,000.

The bridge is of a type unique in this section, there being no large one like it nearer than one in Louisville, Kentucky, over the Ohio, and several at Chicago. It consists of three spans of steel trusses each 300 feet long, providing a minimum clearance of 18 feet above mean high water. The center span is of the vertical lift type and when raised has a clear height of 150 feet above high water. An interesting comparison can be made with the Brooklyn bridge which has a clearance of 135 feet.

This span rises vertically between two towers which reach over 200 feet above high water which rest on the end span. This center span is raised exactly like a window sash with counterweights at each end. The hoisting power is electrical and the apparatus operating the lifting cables is situated at the middle of the movable span so that the stretch of the operating cables is equalized.

The steel work is supported by four concrete piers. Probably the most interesting feature of the entire work was the construction of the two channel piers. One of these extends to a depth of 82 feet below high water, the other to a depth of 89 feet, both resting on solid rock. They were constructed by the pneumatic caisson method and this work was done in a tidal current reaching five and at times six knots.

The bridge carries a 28-foot roadway, two six-foot sidewalks and provision is made for the installation of street railway tracks. The

AEROPLANE VIEW OF PORTSMOUTH, LOOKING SOUTHWEST FROM MARKET SQUARE

main spans were constructed under the direction of a board of three engineers, representing the Secretary of the Navy and the Governors of Maine and New Hampshire.

Portsmouth Navy Yard—The leading industry is the Navy Yard, which is more than 100 years old. It is reached by a Government ferry from the foot of State Street, at the Memorial Bridge. At the Navy Yard are to be seen the building in which the Peace Treaty between Japan and Russia was signed in 1905, the commandant's residence in which Admiral Farragut died, and the Atlantic Coast Naval Prison. The spot on the floor of the supply building, where the Portsmouth Treaty was signed is marked by brass clasped hands and brass disks set in the floor.

Among the ships stationed, refitted or built here were the "Constitution," the "Kearsarge," and Admiral Farragut's flagship, the "Franklin." Lieutenant A. W. Greeley and his five fellow survivors of his ill-fated Arctic expedition recuperated here. Admiral Cervera and 700 Spanish sailors were kept here following the battle of Santiago in the Spanish-American War, in which they were captured. It is now the Atlantic submarine construction and repair base of the Navy. It is noted for producing submarines at a lower cost, in quicker time and with better workmanship than any other yard, public or private, in the country, the shipbuilding traditions of the region contributing to its efficiency. It employs about 2,000.

Other industries of Portsmouth are the Morley Button Manufacturing Company, which makes more shoe buttons than any other company in the country; Atlantic Dyestuff Company, American Agricultural Chemical Company, Portsmouth Auto Body Company, Gale Shoe Company, Dodge Shoe Company, and the Portsmouth Cold Storage Company. Fishing is an industry.

At the plant of the Atlantic Shipbuilding Corporation at Freeman's Point, ten 8,500 ton steamships were built during the World War, and the Government expended $2,000,000 in housing. Atlantic Gypsum Company, started in 1927, is one of the newest and largest industries.

Shipbuilding Industry—The grand days of shipbuilding at Portsmouth were in the first half of the nineteenth century. The Portsmouth yard in the early days built ships as large as at any port. It built ships from 300 to 400 tons at first, but as the demand for larger packet ships arose, it built them, and when the demand for large clipper ships came, it built several of the fastest. This is why the State seal represents a ship in the stocks.

The following are some of the ships built at this port between 1,000 and 1,200 tons, between 1840 and 1860: "John Haven," "Empire," "America," "Constantine and Adelaide," "Eagle," "Speed," "Express," "Frank Pierce," "Colorado," "George and Governor Langdon," "Noon-

day," "Star of Hope," "Henrietta," "Mary," "Morning Glory," "Emily Farnum," "Sagamore," "James Buchanan," "Charlesworth," "Anne Decatur," "Nightingale," "Hope Goodwin," "Red Rover," "Cœur de Lion."

Ships over 1,200 tons: "Columbus," 1,307; "Sea Serpent," 1,402; "Orient," 1,562; "Morning Light," 1,713; "Water Witch," 1,204; "Witch of the Morn," 1,499; "Webster," 1,729; "Arkwright," 1,244; "Cathedral," 1,697; "S. C. Thwing," 1,541; "Isaac H. Boardman," 1,433; "Dashing Wave," 1,237; "Empire State," 1,324; "Typhoon," 1,600; and many others, among them the "Sierra Nevada," 1,942 tons.

The change from packet ship to clipper ships came in the middle of the last century. The first clipper ship was the "Rainbow," built in 1845. It was made to compete with steamers across the Atlantic and for the China and India trade and to handle the rush for gold to California. Since 1880 schooners have taken the place of square rigged vessels. The largest schooner ever built was the "Governor Ames." She was 663 tons larger than the "Great Republic," the largest clipper ship ever built. Steamers took the place of sailing vessels because they are more economical, but the latter have come back since the World War. No doubt Portsmouth has built 3,000 merchant ships. One builder built 100.

Piscataqua was building ships and loading them with spars and lumber and sending them to England as soon as the early settlers landed and set up their sawmills. Piscataqua furnished the lumber to build up London after the great fire of 1660, and gave demand for ships, which were built here, some as large as 400 tons. The larger ships carried the spars for the British Navy and often to the French and Spanish navies. In fact Portsmouth was the spar and lumber market of the world.

Points of Interest—Among the points of interest in Portsmouth is Market Square and Old Parade, on the site of the State House, town pump and whipping post. This was the scene on November 1, 1765, of a mock funeral procession protesting against the Stamp Act of George III. Here the Declaration of Independence was read July 18, 1776, and on June 26, 1788, the State House was illuminated in honor of the adoption of the Federal Constitution by New Hampshire, the ninth State, which action completed the number necessary for its adoption by the country. On October 30, 1789, President Washington addressed a great throng from the balcony of the State House. This building was removed in 1836. The First National Bank building, fronting on the square, is the oldest building occupied continuously for banking purposes in the United States.

There is also the Portsmouth Athenaeum on Market Square, which was erected in 1803 as an insurance building. It was purchased in 1817

VIEW FROM NORTH TOWER OF PISCATAQUA RIVER BRIDGE, PORTSMOUTH

CUSTOM HOUSE AND POST OFFICE, PORTSMOUTH

by a group of gentlemen who had formed an association to promote a public library. The building contains interesting portraits, models of numerous ships built at Portsmouth, and a library of more than 20,000 volumes, original manuscripts and other Portsmouthiana.

Portsmouth Landmarks—On December 16, 1773, in the earlier building of the North Church on Market Square, was held the Portsmouth Tea Party in protest against the tea tax. President Washington attended service here, occupying the pew of General William Whipple. Among other pewholders in the old church were Governor John Langdon, the first president of the United States Senate, and Daniel Webster.

A noted example of early Georgian architecture in America is the Warner House, Daniel and Chapel streets. The erection of this building was begun in 1718 and finished in 1723. When it was built it was one of the most costly houses in this region, being constructed of brick brought from Holland, with walls 18 inches thick. The lightning rod was erected by Benjamin Franklin. There is fine bull's eye glass in the door and cupola. The house contains many articles of early furniture and interesting frescoes of unknown origin.

Another old building is St. John's Church on Chapel Street. In 1732 Queen's Chapel was erected on Strawberry Bank and was named in honor of Queen Caroline, who presented the chapel with a service of plate stamped with the royal arms. The present building was erected in 1807-1808. It contains interesting memorials and one of the four American copies of the "Vinegar Bible." The bell was brought by Sir William Pepperell in 1745 as part of plunder from Louisburg and recast by Paul Revere in 1806. In the church is "an ungodly chest of whistles," an organ presented to the parishioners by the Brattle Street Church in Boston, which the pious people of that congregation refused to accept. President Washington and his secretary, Tobias Lear, occupied the Governor's pew.

Liberty Pole—On the original Liberty Pole on Water Street was raised on January 9, 1766, a flag bearing the motto, "Liberty, Property, and no Stamp," in opposition to the British Stamp Tax.

The boyhood home of Thomas Bailey Aldrich, known to the readers of the "Story of a Bad Boy" as the Nutter House, is on Court Street, and is furnished in minutest detail as described in that story. In the garden are the flowers mentioned in Aldrich's poems. In a fireproof building in the rear are preserved many autographed books and pictures and numerous manuscripts given to and written by Thomas Bailey Aldrich.

William Pitt Tavern on Court and Atkinson streets, was built in 1770 "for the accommodation of genteel travelers." It was originally called "Earl of Halifax," and was the meeting place of Portsmouth Tories and

officers of the Crown. In 1777 the Sons of Liberty threatened the proprietor, and the name was replaced with "William Pitt." Among famous visitors were President Washington, Marquis de Lafayette, when the French fleet visited Portsmouth Harbor in 1782; John Hancock, Elbridge Gerry, General Knox, King Louis Philippe of France and his two brothers.

In 1784 the Governor John Langdon House, Pleasant and Court streets, was built by Governor John Langdon, delegate to Continental Congress, commander of a body of cadets at Burgoyne's surrender, financial backer of the New Hampshire forces that stayed the British at Bennington, and president of the United States Senate at its first session, administering to Washington and Adams their oath of office as President and Vice-President. President Washington, Louis Philippe, President Monroe, and President Taft were entertained in this house. It was reproduced in 1907 as the New Hampshire Building at the Jamestown Exposition.

Famous Old Houses—On Mechanic and Gardner streets is the Wentworth-Gardner House, which was erected in 1760 by Madam Mark Hunking Wentworth for her son Thomas. It is noted for its fine doorway and interesting interior wood carvings, and has a most interesting fireplace in the kitchen equipped with an automatic device for roasting meats. It is owned by the Metropolitan Museum of Art. A magnificent linden tree more than 200 years old stands beside the house.

Another old house, on Hunking Street, near Marcy Street, is the Tobias Lear house, birthplace in 1760 of Tobias Lear. Following his graduation from Harvard College in 1783, and upon the recommendation of General Lincoln, of Boston, he became private secretary to General Washington and the tutor of his two adopted children. He continued as Washington's secretary until the latter's death, living with him at Mount Vernon, and communicated to President Adams and through him to Congress the information of Washington's death. The house was visited by President Washington November 3, 1789. Colonel Tobias Lear died at Washington, District of Columbia, October 11, 1816, and is buried in the Congressional Cemetery there.

The first Wentworth House, Manning Street, was erected by Samuel Wentworth, probably before 1670, and was the birthplace of his son, John Wentworth, Lieutenant-Governor of the province. This house is noteworthy for its heavy frame construction with girders centering about the chimney, 10 by 13 feet in size. In the wainscoting are pine boards 38 inches in width.

In Haven Park, on Pleasant Street, is an equestrian statue of General Fitz John Porter. General Porter was born in Livermore House, August 31, 1832, the son of Captain John Porter, United States Navy,

PORTSMOUTH HARBOR

commandant of Portsmouth Navy Yard. The statue was the gift of R. H. Eddy, of Boston, a friend of General Porter, who provided $30,000 for a monument. It was designed by James E. Kelly, of New York.

A widely known hotel in Portsmouth is the Rockingham, situated on State Street, which stands on the site of the former home of Hon. Woodbury Langdon, elder brother of Governor John Langdon. Woodbury Langdon was born in 1739, and served as a member of the Continental Congress in 1779-1780. Later he was judge of the Supreme Court of New Hampshire. The original house was burned in 1781 and rebuilt in 1785. In 1830 it became a public house known as the Rockingham. The colonial dining room with its fine wood carving, which formed a part of the Langdon Mansion, escaped destruction in 1884, when fire damaged the major part of the building. The room is still preserved as part of the hotel, and is of interest because of its woodwork.

The Portsmouth Historical Society John Paul Jones House, Middle and State streets, was erected in 1732 by Captain Purcell, a well-known merchant, whose widow, after his death, maintained it as a boarding house in 1779, and entertained Captain John Paul Jones during his stay in Portsmouth while awaiting construction of the "Ranger" at Badger's Island.

Haymarket Square is named from the fact that here was located a hay market with scales in 1755. On September 12, 1765, the effigies of George Meserve, stamp agent, Lord Bute, head of the British Ministry, and the devil, who was believed to be the instigator of the tax act, were hung here throughout the day, carried through the town in the evening and burned. The Pierce Mansion, situated here, is noted for its furniture.

Daniel Webster's Home—The Portsmouth Public Library, Middle and Islington streets, was erected in 1809 from a design of Charles Bulfinch, a renowned architect, for the Portsmouth Academy. It was used as a public school from 1868 to 1896, and since then has been occupied by the public library. It has an interesting doorway.

At the foot of Langdon Street is the Shillaber House, birthplace of Benjamin P. Shillaber, where lived his aunt, model of his "Mrs. Partington."

The Daniel Webster House on Vaughn Street, erected in 1760, was the home of James Sheafe, United States Senator, prior to 1800. From 1800 to 1808 it was the home of Jeremiah Mason, eminent lawyer and rival of Daniel Webster. It was to this house that Daniel Webster brought his bride, Grace Fletcher. The steps are those formerly used before the old State House in the period 1758-1834. The house on High Street was occupied by Webster 1813-1817.

The oldest house now standing within the limits of Portsmouth is the Jackson House, on Northwest Street, which was erected in 1664 by Robert Jackson.

Another interesting place is the Moffat-Ladd House on Market Street, the home of the Society of Colonial Dames of New Hampshire. It was built in 1763 by Captain John Moffat, commander of one of the King's ships carrying masts from Kittery Point to England. It became the home of General William Whipple, a son-in-law, who was elected a member of the Continental Congress in 1775, and was a signer of the Declaration of Independence. It came into possession of Alexander Ladd and his wife, whose descendants transferred possession to the Society of Colonial Dames Building. Being the first square three-story house in New Hampshire, it is of unusual architectural interest. The hall is a reproduction of a hall in the house of Captain Moffat's father in England, and some of the wood carvings were done by Grinlin Gibbons, celebrated English architect. The whole house is furnished as the home of a well-to-do family of the eighteenth century. In the rear is a most delightful old garden with arbors, walks, old-time flowers, terraces and lawns, carefully maintained.

A tablet marks the spot where John Paul Jones' sloop of war, the "Ranger," slid into the sea on March 10, 1777, from Badger's Island. It is close to the landing place of the Kittery ferry.

Two interesting old cemeteries are the North Burying Ground on Maplewood Avenue and the Point of Graves, on Mechanic Street, which was set apart as a cemetery March 2, 1672. Here are buried Lieutenant-Governor Vaughan and Captain Tobias Lear, builder of the Continental sloop "Ranger."

The Kearsarge Hotel on Congress and Chestnut streets was named for the "Kearsarge," which was outfitted at the Portsmouth Navy Yard and sailed from this port on her successful quest of the "Alabama."

Another old building is the Langdon Hotel, Congress and Vaughan streets.

On Congress and Middle streets, opposite the public library, is the Cutter House, which was built in 1750 and later was the home of Dr. Ammi R. Cutter. It was occupied by Colonel Storer, commander of the 1st Division of the New Hampshire Artillery in 1814, and after he became a member of Congress. He entertained here President James Monroe, Brigadier-General James Miller, hero of Lundy's Lane; Commodore Bainbridge, and Major-General Dearborn.

A Soldiers' and Sailors' Monument was erected in Goodwin Park, on Islington Street.

Assembly House, 1750—The Old Assembly House was erected in 1750. The houses on either side of Raitt's Court corner were formerly

DRY DOCK AT PORTSMOUTH NAVY YARD. SEVEN SUBMARINES SIMULTANEOUSLY CAN BE DOCKED

joined and known as the Assembly House. It was used until division in 1834 for assemblies, musical festivals and theatrical entertainments. The hall, which was the scene on November 3, 1789, of a ball in honor of President Washington, occupied the second floor, extending the whole length of the building. President Washington, who also attended a banquet in this building, wrote in his diary that the Assembly Hall was "one of the best I have seen anywhere in the United States."

The Federal Building is situated on Pleasant and Granite streets. It is a light gray granite building, occupied by the post office, internal revenue office and customs office. Portsmouth is also the district headquarters of the United States Coast Guard service between Eastport, Maine, and Newburyport, Massachusetts.

The Unitarian Church on State Street and Court Place is the successor of the Old South Church, erected in 1824. Since its construction it has had only four pastors, the Rev. Alfred Gooding, who recently resigned, having served 1883-1922.

Mark Wentworth Home for Chronic Invalids, Pleasant and Wentworth Streets, was built in 1769 by Governor John Wentworth, last of the royal Governors of New Hampshire. He granted the charter to Dartmouth College and was noted for his broad-minded administration. At the outbreak of the Revolution he left the country.

Levi Woodbury's House—The Levi Woodbury House is situated on Woodbury Avenue, between Boyd Road and Cottage Street. It was built in 1809 by Samuel Hand, who after a banquet given in the house to celebrate its completion, hung himself in an upper room. The house was purchased by Levi Woodbury when he came to Portsmouth in 1819. He was Governor of New Hampshire 1823-24, United States Senator 1825-1831, Secretary of the Navy under President Jackson, Secretary of the Treasury, and in 1841 began a ten-year term as justice of the United States Supreme Court. He expected to be chosen for the Democratic Presidential nomination when he died in 1851. Franklin Pierce took his place.

Other old buildings are the Rockingham County Court House, the Portsmouth Hospital on Junkins Avenue and Sinclair Inn on Middle Street and Richards Avenue.

The Jacob Wendell House, on Pleasant and Edwards streets, was erected about 1765 and is preserved in every detail as it stood a century ago. The house is filled with excellent types of furnishings of other days.

At the end of Little Harbor Road is the Governor Benning Wentworth House, which was built by Governor Benning Wentworth in 1750 and made famous by Longfellow in whose poem, "Lady Wentworth," the Governor's marriage to his housemaid, Martha Hilton, in

1759, is preserved for all time. It contains 45 rooms and the famous Council Chamber is preserved in its original state.

St. John's Lodge, No. 1, Ancient Free and Accepted Masons, the oldest Masonic lodge in America holding continuous stated communications was instituted June 24, 1736.

On the ocean front is the famous Hotel Wentworth, and in Kittery Point, Maine, are several old houses, the remains of Fort McClary, an early block house, and the home of Sir William Pepperell.

V.—Dover, Another Textile City.*

Early History—Dover was settled in 1623 and was originally called "Hilton's Point" from the name of one of the first settlers, Edward Hilton. Later the name "Northam" was given it, and finally Dover, after an English town. The settlement at the falls of the river, now the compact part of the city, was called "Cocheco," an Indian word meaning foaming water. Dover suffered severely at the hands of the Indians through its early history, and in 1689 Major Richard Waldron, in command of the militia, became the victim of a massacre which nearly destroyed the settlement. In 1713 Newington was set off as a parish; in 1729, Somersworth; in 1732, Durham, and in 1755, Madbury. In 1792 the Legislature met here. Dover became a city in 1855. Part of Rollinsford was annexed in 1879. Population, 13,029.

Textile Center—Dover is one of the textile centers of New Hampshire, the Cocheco River furnishing the power to turn thousands of spindles.

Like some of her sister cities, Dover has made progress slowly but surely, there having been no booms of any sort that would bring an unusual number of residents there for permanent home establishment.

Dover is easily reached by railroad, trolley and State macadam roads, making it an ideal spot for summer tourists stopping at nearby beaches and lake resorts. Dover has been a county seat continuously for 152 years.

Seventy-five industrial products are made in Dover—cotton sheeting, woolen goods, iron foundry products, printing presses, shoes, etc., being the leaders. It has 100 miles of streets and sidewalks and fine dwelling houses, a public library with 51,294 volumes, three fire stations with all modern equipment, 12 large school buildings, Dover Neighborhood House, Wentworth Home for the Aged, Wentworth Hospital, Hayes Hospital, Children's Home, Woodman Institute, McIntosh's Dover Business College.

Riverview Hall—This building is located in about the center of the more thickly settled part of the early town. About 500 feet west of this

*Detailed history of the city of Dover will be found in Chapters III, IV and XIV.

COURT HOUSE, DOVER

ST. MARY'S ACADEMY, DOVER

structure stood the residence of Captain Walter Barefoot, the first practising physician in Dover, and later Provincial Governor of New Hampshire. Shipbuilding, tanning, coopering, etc., comprised the principal industries of the people. It might be mentioned, parenthetically, that a brewery was also one of the popular institutions of that early period. The greater part of the people, however, were engaged in farming and lumbering, shipping their products to the Barbadoes and other points, while the adjacent waters supplied an agreeable change in the ordinary dietary program.

Pomeroy Cove—This cove was named, not for the Jesse Pomeroy, but for Leonard Pomeroy, a ship owner of England and a member of the Council of Plymouth to which Council King James, in 1620, granted a charter or patent for the "Planting, ruling, ordering and governing New England in America." It is generally conceded that it was in this cove that the good ship "The Providence" came to anchor, and upon these shores our emigrant ancestors laid the foundation of the future State.

Old Dover originally consisted of the present cities of Dover and Somersworth, and the towns of Durham, Lee, Madbury and Newington. Rollinsford was originally a part of Somersworth till 1849. Dover is fifty years older than New Hampshire, there being no mention of New Hampshire in the old records until 1680.

Fort Meeting House—The site of the Fort Meeting House, 1654-1720, has been preserved, and a granite retaining wall marks its frontage on the public highway. This structure was erected on an elevation commanding a sweeping view of the adjacent country, and surrounded by palisades. Sentinels were usually stationed at strategic points during church services, in order to guard against surprise attacks by hostile Indians.

Garrison Houses—With the continued growth of the town the hostility of the Indians to the preëmption of their "hunting grounds" grew apace, and in the interest of public safety, houses of refuge, or garrisons, were erected in various parts of the town. About an eighth of a mile northerly from the Fort Meeting House stood the Tibbetts Garrison. This structure was located about 100 feet due north from the residence of the late James W. Ford. Proceeding northerly some 800 feet from this refuge from the "prowling red men," stood the Pinkham Garrison.

Just as one approaches the Woodman Institute, on the east side of the avenue stands the house generally known as the Daniel Niles homestead. On this site, in 1778, stood the county jail. In this institution, on June 3 of that year, Elisha Thomas was executed for the murder of Captain Peter Drown. This was the first instance of capital punishment on record in Strafford County. At the time of his incarceration,

Thomas left at home a wife and six children. A few days after his committal, his wife, taking her youngest child to one of the neighbors, set out for Dover to visit her husband. In the night, the other five children being in bed, the house caught fire and burned to the ground and four of the children were burned with it, the oldest escaping.

Cotton Mills Founded—In 1798 Jeremiah Stickney began a new enterprise in Dover, the manufacture of cotton and woolen hand cards. Until the manufacture of cards by machinery superseded the old process of setting in the teeth by hand, he kept his little factory running largely through the employment of children. He gave up his business in 1822, but lived to see the cotton and woolen business in Dover, to which his mill contributed, reach surprising proportions.

The cotton industry started first. In 1813, with a capital of $50,000 the "Dover Cotton Factory" was incorporated. At 5 o'clock on January 19 in that year the proprietors of the factory met at Mrs. Lydia Tibbetts' house and laid the foundations of the organization which in later years was to develop into the Cocheco department of the Pacific Mills. Mrs. Tibbetts appears to have been a guardian spirit of the infant industry, for when in 1821, with an increased capital of $500,000, the Dover Cotton Factory laid the foundation stone of Mill No. 2 at the Lower Falls, it is recorded that "the brethren afterwards partook of a collation at the house of Mrs. Tibbetts, and spent the evening in characteristic harmony."

It was ten years before the woolen business began. In 1824 Alfred Sawyer founded the Sawyer Woolen Company. The Sawyer Woolen Company, in its turn, has become a part of the American Woolen Company and still turns out large quantities of fine woolen and worsted goods.

In 1823 the Dover Cotton Factory changed its name to Dover Manufacturing Company, once more increased its capital to $1,000,000 and built Mill No. 3. Five years later, in a time of business depression, the business changed both name and management, becoming the Cocheco Company. The Pacific Mills bought the company January 26, 1909.

Andrew Pierce was the first mayor of Dover. Prominent citizens have been Senator John P. Hale, Governor Noah Martin, Governor Charles H. Sawyer, Judge John Kivel, Judge Robert G. Pike, Elisha R. Brown, Daniel Hall, Thomas E. Sawyer and Congressman Daniel M. Durell.

VI.—Keene, City of Progress.

Keene and Massachusetts—Keene was granted in 1733 by the Massachusetts Colony and named "Upper Ashuelot." Early settlements were made, which were abandoned in 1746 on account of Indian raids, and the first permanent settlements were in 1750. The town was incorporated

COURT HOUSE, KEENE

KEENE HIGH SCHOOL

in 1753 and the name changed to Keene in honor of Sir Benjamin Keene. The northeastern part of the town was put into the incorporation of Sullivan in 1787 and another part, together with parts of Nelson and Marlborough, went to make up the incorporation of Roxbury in 1812. In the same year a part of Swanzey was annexed to Keene. In 1794 part of Keene was annexed to Sullivan. In 1865 Keene refused to accept a city charter, but in 1873 accepted one. Population, 11,372.

The growth of the city has been steady since the new city charter was adopted.

Attractions of Keene—Keene is a delightful city and claims the proud distinction of having the widest main street extending through the center of the city of any municipality in the world.

Its interests are many and varied. There are good hotels, a fine theater, many manufacturing plants and much farming in the rural community on the outskirts of the city. Much of the city's success may be said to be due to the activities of its service clubs and the live Chamber of Commerce.

Keene is one of the finest residential cities in the State, with a good water supply, fine public schools and one of the State's normal schools is also located here. The city is accessible by several motor routes and several different branches of the Boston and Maine Railroad.

How the City Was Named—The manner in which the city got its name was this. Governor Benning Wentworth had made a contract to deliver a cargo of lumber in Spain, for use by the Government. The lumber was duly delivered, but by that time, the relations between Spain and England were strained, and the new agent of the Spanish court refused to recognize Wentworth's contract. As a result, Wentworth came into a bankruptcy suit at the court of St. James. Sir Benjamin Keene, who had been British Ambassador at Madrid, knew the circumstances, and was able, through his friendly services, to save him from dire disaster. Out of gratitude, Wentworth named the town for him, and 100 years later, in 1853, when the town celebrated its anniversary, they toasted "Sir Benjamin Keene, God keep his memory green."

Prominent Citizens—The first mayor of Keene was Horatio Colony. For a time the repair shops of the Boston and Maine Railroad were the principal industry, but in recent years a large number of diversified industries have come into being which have made the city unusually prosperous. The "Keene Sentinel" is one of the leading newspapers in New Hampshire.

Among the prominent citizens of the city have been Governor Samuel Dinsmoor and his son, Governor Samuel Dinsmoor, Jr., Governor Samuel W. Hale, James Wilson and his son, James Wilson, Jr., Judge Joel

Parker, General James Reed, Congressman Salma Hale and the Goodnow brothers, one of whom, Windsor H. Goodnow, was the Republican candidate for Governor in 1923.

VII.—Rochester, "City of Governors."

Early History—Rochester was incorporated in 1722 and included what are now Farmington and Milton. The first settlements were made in 1728 by Captain Timothy Roberts and others, but Indian depredations prevented permanent settlement until about 1760. One of the first settlers in 1728 was Benjamin Richards, who soon left Rochester and settled what is now Atkinson. In 1798 the western part of the town was set off and incorporated into Farmington. In 1802 another part was set off and incorporated into Milton. In 1846 part of Rochester was annexed to Barrington. It became a city in 1891. Rochester was the home of John P. Hale, who ran for President in 1852; Nathaniel Upham, who was a Congressman in 1817; David Barker, who was a Congressman in 1827; Dr. James Farrington, who was a Congressman in 1837; and Jacob H. Ela, who served in Congress from 1867 to 1884.

Rochester Fair—The name Rochester is synonymous with Cold Spring Park, and the Rochester Fair, the annual event each fall that attracts exhibitors from all over New England.

Like the other New Hampshire cities, Rochester shows a consistent gain in population since the last census.

Rochester was named for the Earl of Rochester, who was a brother-in-law of King James II. When the city was incorporated in 1891 C. S. Whitehouse became the first mayor. The city includes three villages, East Rochester, on the Salmon Falls River, Gonic, on the Cocheco River and the city proper. Gonic was at one time the second largest brick manufacturing place in New England, the word Gonic being a contraction of the Indian word for a place of clay and water.

The first minister in Rochester was the Rev. Amos Main, whose memory is preserved by a bronze statue, which was set up July 4, 1896. Mr. Main was the pastor of the church in Rochester for 23 years. Among the prominent citizens of Rochester in years gone by were J. H. Woodman, Franklin McDuffee, Isaac Adams and Seth Adams, who invented the Adams printing press; E. G. and Edwin Wallace, manufacturers, and Dominicus Hanson.

The "Rochester Courier" is one of the leading weekly newspapers of the State. In North Rochester the J. Spaulding Sons Company has manufactured an immense quantity of leatherboard.

Three recent Governors have come from Rochester, Samuel D. Felker in 1913 and 1914, Rolland H. Spaulding in 1915 and 1916, and his brother, Huntley N. Spaulding, in 1927 and 1928. Sumner Wallace of the Wal-

FIRST CONGREGATIONAL CHURCH, KEENE

lace shoe manufacturing family, was a member of the Governor's Council under Governor Frank W. Rollins.

The Gonic Manufacturing Company has been under the direction of members of the Meader family. Stephen C. Meader became agent of the mills in 1881, and John Levi Meader is the present agent.

The building of mills on the Salmon Falls River and the Cocheco River began in 1788, when a mill was built by Colonel John McDuffee and Jabez Dame. In 1811 a woolen mill was built by Eliphalet Horne, and one of the first carding machines was installed in this mill. In 1862 the Cocheco Woolen Manufacturing Company was established by John Hall at East Rochester. The manufacture of shoes was begun in 1858 by the Wallace Company.

VIII.—Somersworth or Great Falls.

Formerly Part of Dover—Somersworth was set off from Dover in 1729 and incorporated as a parish. In 1754 it became a town. The first manufacturing company in the State was incorporated at Salmon Falls in 1761. Part of Somersworth was set off and incorporated into Rollinsford in 1849. Somersworth became a city in 1893.

Before its adoption of the charter which established it as a city Somersworth was known as Great Falls, but the significance of the name has never yet been definitely settled. Much manufacturing is carried on here, mainly textiles.

Rollinsford—Rollinsford Junction was the center of the town of Somersworth. Here stood the meeting house and near by lived the Rev. James Pike, who officiated in this parish from 1730 to 1790. Here the father of Governors John and James Sullivan taught school. The prominent men of this town in the olden times were Paul Wentworth, John Wentworth, who was representative, colonel and judge; Colonel Thomas Wallingford, Ichabod Rollins, Captain James Hobbs and Dr. Moses Carr.

In the northeastern part of Somersworth, on the Salmon Falls River, water ran to waste for many years. Saw mills and grist mills were in operation after 1755. In 1822 Isaac Wendell visited the place and saw the water descending 100 feet within less than a mile. He purchased all the water power, mills and adjacent land, erected a blacksmith shop and made most of his machinery, built a wooden mill, cut a canal a quarter of a mile long, built a second mill of brick and organized a company with a capital of $1,000,000. Then he sold out to stockholders at his own price, continued to act as general agent and business manager and built two more mills. He discovered something that others could not see, bought it for a little and sold it for much. His woolen mills were in full operation in 1826, weaving carpets and broadcloth. In 1835 machinery for weaving cotton had taken the place of old machinery, and the cotton

industry has been the leading one of Great Falls until today. Thus the center of population was shifted from what is now Rollinsford Junction to Great Falls, where the town voted to build its Town House in 1845, at a cost of $4,000. Rebellion arose in the southern part of the town and the Legislature heeded their petition to be made a separate town. They left the business and the name of Somersworth to Great Falls and took the name Rollinsford in honor, as some say, of the Rollins and Wallingford families. Others claim all the honor for the Rollins family. Old Somersworth has the distinction of having established the first high school in New Hampshire, on Prospect Hill, in 1849, at an expense of $10,000. The roundabout view from this point is the foundation of a good education.

Franklin N. Chase was its first mayor. It had a population in 1910 of nearly 8,000, and Berwick, just across the river in Maine, is a thriving suburb. Somersworth has cotton and woolen mills, a shoe factory, and its own newspaper, the "Somersworth Free Press." Its leading men in the past have been Daniel G. Rollins, Nathaniel Wells, Oliver H. Lord, David Buffum, Micajah Burleigh, and later Christopher H. Wells, Edgar I. Carter, B. F. Hanson, Sidney F. Stevens, William D. Knapp and James A. Edgerly. Fred H. Brown, Governor of New Hampshire in 1923 and 1924, was mayor of Somersworth for 10 years before becoming Governor.

The present mayor of Somersworth is Peter M. Gagne, who is serving his fifth consecutive term in succession to Fred H. Brown.

IX.—Laconia and Weirs.

History of the Lake City—Laconia was set off from Meredith in 1855 and incorporated. Part of Gilford was annexed in 1874 and part of Laconia annexed to Gilford two years later. It became a city in 1893.

There are few localities in the State that can boast of their advantages as can the city of Laconia. The city embraces much territory reaching north, to include what was formerly Lake Village and now known as Lakeport and The Weirs.

At Weirs, with a fine view of the broad Winnepesaukee, are many good hotels, open for several months during the tourist season; many boating and fishing opportunities, and the headquarters for the many State war veteran associations.

In Lakeport and in Laconia proper are located several large textile mills, the Laconia Car Works, and several thriving lumber companies. Here is also the institution known as the Laconia State School, maintained by the State for the care of mentally deficient children.

Out-of-State visitors comment upon the fine water supply, the beauty of the surroundings and the even climate. In the foothills of the White Mountains lies the Winnipesaukee region, veritable paradise to the nature lovers.

AERIAL VIEW OF LAKEPORT

SOUTH SIDE OF WEST BROADWAY, DERRY

Laconia used to be known as Meredith Bridge. The Laconia Car Company was organized in 1898 and manufactured cars for railroads all over the country. Charles A. Busiel was the first mayor of the city, and while mayor was elected Governor. Henry B. Quinby also became Governor.

The Weirs—A unique patriotic organization, the only one of its kind in the United States, with a reservation equally as unique in character, is the New Hampshire Veterans' Association, an organization that includes soldiers, sailors, marines, members of the Army Nurse Corps, serving in the War of 1812, the Civil, Mexican, Spanish or World wars who have received honorable discharges and are now residents in the State of New Hampshire, all united to form a permanent association, and during one week in the year holding a reunion to renew the ties of fraternity and loyalty that have been firmly established in camp, in the hospital, in prison and on the battlefield. Established as a result of the reunions held in Manchester in 1875 and at The Weirs in 1878 articles of incorporation being taken out, in 1881, the association declaring itself as founded "for relief, charitable, benevolent and kindred purposes." Beginning with the Civil War Veterans the association has broadened out to include veterans of all wars, and every effort is being made to induce the younger veterans to come in and shoulder the burdens carried so long by G. A. R. men, now too old and feeble for the task.

The reservation of the association is located at The Weirs, where it was establishd in 1878 on a tract of land controlled by a 99-year lease, with privilege of renewal. The extensive grounds overlook Lake Winnipesaukee, with an unparalleled view from any part of the reservation.

On the speaker's platform has appeared every commanding general of the army except Pershing, every prominent naval and military officer of the country since the Civil War. A glance at past programs reveals names of Grant, Sherman, Sheridan, Hooker, Hancock, Sickles, Perkins, Belknap, Schley, Roosevelt, Edwards, and many others who have made the military and naval history of the country. Nearly every commander-in-chief of the G. A. R. has been present at the encampment. The present commodious headquarters building was erected in 1885, the funds coming by appropriation from the State of New Hampshire which has been very generous to the association.

On the hill is the memorial stone inscribed with the names of every New Hampshire organization that went out from the State in the Civil War, and below the hill is a similar stone bearing tablets commemorating achievements of the veterans of the Spanish and World wars. Between headquarters and the third building is the monument in memory of Laomi Bean, of the 8th New Hampshire, erected by his daughter, Mrs. John F. Selby.

X.—Franklin and the Webster Birthplace.

Early History—Previous to 1828 the threads of Franklin's history are tangled with those of the four towns which contributed, albeit unwillingly, to her foundation. Her history touches also the history of Massachusetts, for the first heralds of civilization to make their way up the Merrimack to the "crotch" and then three miles beyond were a party of explorers from the Massachusetts Bay Colony. In 1639 those explorers laid out thus the northern boundaries of Massachusetts as they understood the terms of their grant, and in so doing they sowed seeds of strife which never came to fruition for the reason that before 1749, when Ebenezer Stevens was given the grant for the founding of Stevenstown, afterwards rechristened Salisbury, the long quarrel over the Mason grants had been settled, and the boundaries of Massachusetts had receded to the place which they now occupy. Had the group of veterans of the French and Indian wars, to whom in 1736 the Commonwealth of Massachusetts gave a grant of land at the crotch of the rivers, fulfilled the conditions of the grant and settled on their property, the story would have been different, and Franklin, with other New Hampshire towns, would have been involved in the long controversy.

The settlement of Stevenstown, or Salisbury, was the first formal settlement on the land which is now Franklin. But the group of grantees, among whom were parents of Daniel Webster, who journeyed from Kingston in 1749 to take up their new possessions were not the first settlers. To Philip Call, Nathaniel Maloon, and Sinkler Bean, who established their homes in the wilderness in 1748 belongs that honor; and the hardships which they encountered were many and bitter. Nathaniel Maloon's sojourn in the neighborhood was brief. He and his wife and their three children were taken prisoner by the Indians in 1749, carried to Canada, and, the story goes, shipped in a French vessel bound for France. The ship was captured by a British man-of-war and Maloon and his family once more gained their liberty. Philip Call's experiences were even harder, for in 1754 his wife was killed by the savages while he stood concealed near by, a helpless witness to the tragedy.

The settlement of Salisbury marks the beginning of the growth of the village which was to become Franklin. Twelve years later Andover and Northfield were established, and in 1764 the first settlers came to Sanbornton. The little group of villages, presenting a solid front to the wilderness, and protected by a small garrison in the fort, were relieved of the necessity of bending all their energies to self-preservation.

The natural resources of the town led to an early development of industry. In 1794 Daniel Sanborn built Franklin's first mill on Salmon Brook. It stood only a short time before a freshet swept it away, but it marked the first attempt to harness the power of the rivers.

COUNTRY CLUB, FRANKLIN

POST OFFICE, FRANKLIN

Franklin was incorporated in 1828 from parts of Andover, Salisbury, Northfield and Sanbornton and was named in honor of Benjamin Franklin. The first permanent settlers were John Webster and Ezekiel Webster in 1759.

How the Town Was Made, 1828—The boundaries of these towns were in part made by the two rivers, the Winnipesaukee, which comes down from a point 20 miles away—water from the lake of the same name; the other the Pemigewasset River which has its rise in the White Mountains 75 miles away, and comes down its rocky course uniting with the Winnipesaukee and then as it passes on to the sea, taking the name of the Merrimack, a river whose waters are said to turn more spindles according to its size and length than any other river in the world.

Sanbornton also had a saw and grist mill on the north banks of the Winnipesaukee. A small village surrounded each of these places, a part opposite the Sanbornton village being on the south side of the Winnipesaukee in the town of Northfield. The people who lived in the valley formed by these rivers felt that they ought, for the good of themselves and the community, to be working together instead of each going a different direction to attend to matters of town affairs. And so, in 1825, headed by Ebenezer Eastman, a petition was introduced into the State Legislature which asked that certain parts of these four towns might be combined together to form one town. Andover and Salisbury did not appear to oppose this movement, but Northfield and Sanbornton were very much aggrieved to think that their village which was at that time called "Factory Village," was to be taken away from them. These towns employed counsel and fought the petitioners for three years, and it was a battle royal. Sanbornton did not succeed in regaining any of her territory, but Northfield did for a time, so that one man in Northfield who inherited a farm from his father, lived for a time in Franklin, then lived for two years in Northfield and afterward lived again in Franklin until he died, and all the time lived in the same house.

When it was found that the Salisbury line did not take in the birthplace of Daniel Webster, whose father, Ezekiel Webster, was one of the early settlers in Salisbury, building a log cabin on the banks of Punch Brook and supposing at the time that it was the most northern habitation in New England, and that between his home and Canada were only immense woods inhabited by bears and Indians, Judge George W. Nesmith who was a great admirer of young Webster, who at this time had not fully come into his later reputation, asked that the line be changed to run around the Webster farm, and it was so ordered.

Some people have wondered why the name of Webster was not given to the new town, but we must remember that the charter was finally granted in December, 1828, and at that time Daniel Webster was noted

as a powerful lawyer but not as the able statesman which he afterward proved himself to be. Mr. Webster died in 1852, and while his name could not be given to the little town at the head of the Merrimack, it was given to a town taken from the west part of Boscawen in 1860.

City Charter, 1894—It was in 1892 that the first thought of changing the form of government of the town to a modified city government appeared. A committee was appointed, a charter introduced in the Legislature, and its passage secured through Edward G. Leach then a Franklin Representative. At a special meeting held in November, 1893, the charter was rejected, but the question was again presented to the voters in March, 1894, and adopted by a vote of 496 to 439.

Frank N. Parsons, afterwards Chief Justice of the Supreme Court, was the first mayor. Franklin is the smallest city in the State with 6,318 people.

The city is decidedly a manufacturing center, power being derived from three rivers, the Winnipesaukee, Pemigewasset and Merrimack rivers.

Municipal affairs are in the hands of a mayor and board of aldermen. It is also the home of one of New Hampshire's leading weekly newspapers, the "Franklin Journal-Transcript."

One of the new additions to the social life of the city is the Mojalaka Country Club, situated on a high bank overlooking the valley and the rivers below.

The city is accessible by railroad and motors, the Daniel Webster Highway running through the city. It is also on the main route to Newfound Lake, about 20 miles away, and a well known summer resort.

Daniel Webster Birthplace—The Daniel Webster birthplace in Salisbury, just outside the city limits, is not on the Daniel Webster Highway, but a short distance to the west. It was purchased by the Webster Home Association, composed of William E. Chandler, Clarence E. Carr, Frank N. Parsons and others, and given to the State in 1925. The State maintains it as a shrine for Webster admirers, and nearly 7,000 people visited it in the summer of 1926.

Webster has a hotel in Franklin named after him, and a lake four miles away in the shadow of Mount Kearsarge. The principal industries in Franklin are the Sulloway mills, the paper mills of the International Paper Company, the Stevens and Acme mills and the Franklin Needle Company.

The first church in the town was the Congregational, built in 1822, whose original building, though damaged by fire in 1902, still stands. The Christian Church was the next to be built; then followed the Baptist, the first church in Franklin Falls, the Unitarian, the Methodist, the Episcopal and the Catholic.

CITY OF BERLIN

To run through the town's great names is to see in panorama the town's development. Daniel Webster's name heads the list, of course, but the names of many others stand out as only less prominent: George W. Nesmith, member of the Supreme Court, who wrote Franklin's charter and gave the town its name; Thomas W. Thompson, member of both branches of Congress and State treasurer; Austin F. Pike, United States Senator; Warren F. Daniell, member of United States House of Representatives; A. W. Sulloway, railroad president, State Senator and founder of one of Franklin's most successful industries; Walter Aiken, inventor and manufacturer; Judge Blodgett who after twenty-one years of service on the Supreme Court, four as chief justice, served the city as Mayor for two years; Daniel Barnard, attorney-general of the State; Edward B. S. Sanborn for many years a member and clerk of the State Railroad Commission; Frank N. Parsons, first mayor of the city and chief justice of the State; Omar A. Towne, who died in 1927, dean of the State's weekly publishers.

XI.—Berlin, the Chemical City.

Early History—Berlin was granted in 1771 to Sir William Mayne and others and named "Maynesborough" in honor of the grantee. The first settlement was made in 1821 by William Sessions. In 1829 the town was incorporated and the name changed to Berlin after the capital of Germany. In 1897 it became a city and is the most northern city in the State. In 1902 an electric railroad was built to Gorham.

Fastest Growing City—Although situated farthest north of any of the New Hampshire cities Berlin is credited with being the fastest growing city in the State, the population having increased over 5,000 in a decade. Manufacturing has been mainly responsible for this remarkable increase in population, some of the largest lumbering and paper-making industries in the world being located here.

Berlin is laid out with wide paved streets, many of which are of steep grade. It is easily accessible by motor and railroad, the Boston and Maine and Grand Trunk railroads running many trains in and out daily.

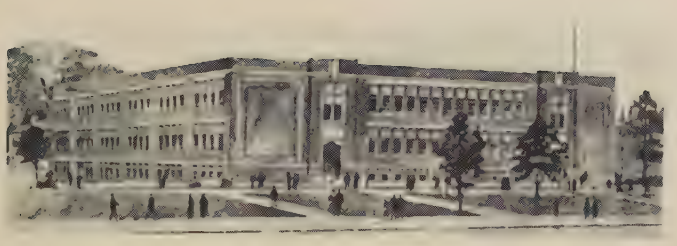
Berlin boasts an up-to-date trolley system, a pure water supply and modern fire apparatus. The government consists of a mayor and board of aldermen.

Chemistry—Berlin is probably justified in calling itself the greatest chemical center in the country east of Niagara Falls. In Berlin is manufactured two-thirds of the chloroform supply of the United States. There also is the biggest sulphite paper mill in the world, that of the Brown Company. There are made many chemical products as by-products of paper, some of which are made elsewhere but not as by-products.

Dr. Hugh K. Moore, of Berlin, was president of the Institute of Chemical Engineers, in 1925. He was awarded the Perkins medal by unanimous vote. Berlin possesses eminent chemists. Other products of their genius are caustic soda, liquid chlorine, carbon bisulphide and carbon tetrachloride.

Paper Pulp—Nestled in the bosom of the Androscoggin valley skirting the northern slope of the celebrated White Mountains in the scenic north country of New Hampshire, which has been rightly termed the "Switzerland of America," the city of Berlin has maintained a steady progress in development of her great natural resources, chief of which is the immense water power of the Androscoggin River—a hundred feet fall with a hundred and fifty horse power for every foot. Berlin has the finest water power in New England and it is only about half developed at present, as there is unutilized water power today within 30 miles of the city to the amount of 45,000 horse power, all easily available by means of electric transmission. The flow of the Androscoggin River is maintained at a minimum varying from 1,600 to 2,000 feet per second by means of the large storage dams of the Androscoggin Reservoir Company. These dams store about 25,000,000,000 cubic feet of water during the spring, which greatly reduces the danger from freshets, mitigates the going to waste of tremendous amounts of energy and permits the utilization of a large amount of water during the remainder of the year, as it is needed to turn the wheels of industry and thus comprising one of the most complete water systems of the country. In this system is the new artificial lake known as Lake Aziscohos, which is the fourth largest artificial lake in the world. It is 13 miles long, a mile wide, and about 45 feet deep.

Berlin Mills—The Berlin Mills Company operate a two-band saw mill that saws out more than 200,000 feet of lumber every 24 hours. This mill for many years held the world's record of 228,000 board feet sawed in one day by one saw. In connection with this is a wood working mill that specializes in manufacturing window and door frames and having the largest capacity in its line of any mill in the United States. The daily average consumption of wood is around 1,275 cords of pulp wood which sends out to all parts of the world 775 tons of pulp and 375 tons of paper. Taking the whole daily consumption of logs this means that on each week day Berlin's mills use up 1,500 cords of spruce and fir; or to express it another way the mills of this city consume the product of 150 acres of average forest land daily, the value of raw material amounting to about $18,000 worth of pulp wood or yearly over four and a half million dollars' worth. The visitor to this thriving city sees veritable mountains of pulp wood piled ready for use, and it is no uncom-



BERLIN HIGH SCHOOL

DAM AT BERLIN

mon occurrence that one of these piles represents a money value of over half a million dollars.

Away back in the early seventies all this community could boast of was a small saw mill, a shingle mill, a grist mill, a blacksmith shop, and a depot.

Berlin and Teutonic Prejudice—Politically, Berlin is controlled by French-speaking citizens, notwithstanding its German name. During the last decade Eli J. King (Roi) and Joseph A. Vallancourt have alternated as mayors. During the World War an effort was made and rejected, to change the name of Berlin on account of anti-German feeling.

CHAPTER XXXIII.

WAR WITH SPAIN AND TEN YEARS AFTER.

New Hampshire in the War With Spain, 1898—History of the Granite State Regiment—Roll of Honor—Administration of Governor Frank W. Rollins, 1899-1901—Old Home Week—Alonzo B. Carpenter—Lewis W. Clark—Society for the Protection of Forests—State Forestry Service—Administration of Governor Chester B. Jordan, 1901-03—Census of 1900—Henry E. Burnham Elected Senator, 1901—Reorganization of the Courts—Massachusetts Boundary Established, 1901—President Roosevelt's Visit in 1902—Constitutional Convention in 1902—Administration of Governor N. J. Bachelder, 1903-05— Winston Churchill—Local Option License Law, 1903—History of Liquor Legislation—Administration of Governor John McLane, 1905-07—Good Roads Movement—Russo-Japanese Peace Treaty at Portsmouth, 1905—White Mountain Forest Reserve—Portsmouth Navy Yard—Isaac N. Blodgett—Professor Christopher C. Langdell—Republican Convention of 1906—Administration of Governor Charles M. Floyd, 1907-09—Augustus St. Gaudens—Railroad Passes Abolished—Henry M. Putney and the Rate Case—Salem Race Track.

"Remember the Maine"—Remember the "Maine"! Can it ever be forgotten?

How vivid is the remembrance of that dreadful scene enacted at Havana harbor on February 15, 1898, and of the electric shock that stunned America when the news of the coldblooded and unwarranted sinking of the battleship was broadcasted through the States.

The Spaniards had, without warning or excuse, the report said, caused the destruction of the battleship in Havana Harbor, for which belligerent deed 253 American officers and men had paid the supreme sacrifice.

Only the younger folk and the children have not a clear memory of this disaster that roused the fire of the nation and spread misery and heartache among the hundreds of relatives and friends of the victims. Even these have been stirred by history's account of Spain's violation of international ethics.

The War With Spain, 1898—On the 23d of April, 1898, President McKinley issued proclamation calling forth 125,000 volunteers to serve for two years in the army of the United States for carrying into effect the purpose of the resolution of Congress approved three days before, and "demanding that the government of Spain relinquish its authority and government in the island of Cuba, and withdraw its land and naval forces from Cuba and Cuban waters."

The Spanish-American War had come—a war of American intervention against Spanish oppression—a war long delayed, but finally hastened by the destruction of the "Maine."

The quota of New Hampshire under this call was one regiment of 12 companies, with a maximum of 84, or a minimum of 81 officers and men, to a company, making, respectively, a total of 1008 or 972. Of course the National Guard was looked to at once for supplying the required volunteers—and not in vain. Within its ranks was found the utmost readiness to enlist into the service of the United States; for the brave and patriotic spirit of the Sixties still glowed with undiminished fervor in the Nineties.

The 3d Regiment was selected by Governor Ramsdell as the basis of the new organization to be designated the First Regiment of New Hampshire Volunteers. The selection was a reasonable one, inasmuch as its commander, Robert H. Rolfe, of Concord, was the senior colonel in the brigade; but waiving this consideration it may be said without disparaging the merits of the two other regiments, that the selection was one eminently fit to be made. The officers and men of the Concord companies were of the foremost to volunteer. By the 29th of April, Captain Charles H. Staniels, of Company C, had upon his record book the names of 122 volunteers; and Captain Otis G. Hammond, of Company E, 112. As the 3d Regiment had but eight companies, four were temporarily detached from the 1st and 2d—two from each—and transferred to the 3d to complete its organization as the new regiment of volunteers.

Under orders issued by Colonel Rolfe on the 30th of April, the 12 companies reported for active duty at the familiar State camp ground in course of the first week in May, beginning on Monday the 2d, when companies C and E of Concord, Company D of Claremont, and Company K of Laconia, appeared. On that day, too, Colonel Rolfe assumed command of the State camp ground, and shortly afterwards named the rendezvous of the new regiment Camp Ramsdell. That week "the men were supplied with service uniforms and equipments, and with overcoats, blankets, ponchos, haversacks, canteens, woolen shirts, underclothing, shoes, stockings, meat cans, knives, forks, spoons, and tin cups. Buzzarcott ovens were furnished to each company; and a full supply of tents was issued to the regiment." Rifles were put into the hands of the men the ensuing week.

It happened that the second day of May, when the regiment began to come into camp, was one succeeding that on which Dewey had won his signal victory in the distant Philippines.

By the 14th of May the regiment had been mustered into the national service. The twelve companies of the regiment had been divided into three battalions, designated as the 1st, 2d and 3d, and each commanded by a major.

On Thursday afternoon, May 12th, the Governor notified the war department that the quota of New Hampshire was full, and was in the service of the United States. A review, tendered by Colonel Rolfe to Governor Ramsdell, was held on the 14th of May, at the end of the first fortnight in camp. This revealed the wonderful improvement accomplished through the strict routine of camp duty which had been maintained—a routine rendered the more necessary from the large percentage of recruits in the ranks of the reorganized regiment. The numerical strength, too, of the regiment at this review, was within 200 of the entire strength of the State brigade that had been wont, for years, to pass with honor the grand reviews of "Governor's Day" at June encampments.

Camp Ramsdell concentrated public interest as Camp Union had done 37 years before. There was now the same eager thronging of visitors from all parts of the State as then. There existed now essentially the same spirit of kindly consideration for the "soldier boys" preparing for the uncertainties of war as then, though with less opportunity for its manifestation.

On Tuesday morning, May 17, 1898, the 1st Regiment of New Hampshire Volunteers, in the War with Spain, left Camp Ramsdell on their march to the front. As the column passed out, the final salute was given to the garrison flag, and the volunteers marched westward over the river. When the regiment neared the junction of Bridge and Main streets, its escort was met, and the line was formed for the farewell parade through the streets of the capital. A platoon of police led, followed by Peabody's Cadet Band of West Concord, and Chief Marshal Major Hiram F. Gerrish with nine aids. E. E. Sturtevant Post, Grand Army of the Republic, had the right of line, followed by Thomas B. Leaver Camp, Sons of Veterans. Then came the postoffice force, led by Postmaster Byron Moore, and, following in order, Grand Canton Wildey, Patriarchs Militant; Pillsbury Company, Knights of Pythias; Concord Council, Knights of Columbus; the Concord Fire Department; Concord Lodge, Ancient Order of Hibernians; the Wonolancet Club, and the High School Cadets.

Departure of the Regiment—And now came the regiment itself, a thousand strong, with Colonel Rolfe at its head, leading the battalions in order along Main Street, to the chimes of St. Paul's bells, and between the densely crowded ranks of spectators enthusiastically cheering. In front of the State House halt was called, and the regiment, taking company formation, listened to impressive words of Godspeed, pronounced by Governor Ramsdell, as he stood by the Soldiers' Memorial Arch; to other words of timely reminiscence, uttered by Concord's war mayor, Moses Humphrey, who, a generation ago, had participated in more than one occasion like the present; and, finally, to Colonel Rolfe's appropriate and modest words of response. The line re-formed, the regiment marched through Main and Freight streets to the railroad station, amid cheers upon

cheers, and other demonstrations of admiring good-will from a multitude, one of the largest ever gathered in Concord; for business was suspended two hours, and the whole populace was out, while many from places near and remote thronged the city. The line of march was honored with elaborate decorations; flags were everywhere, floating from projecting points, swathing doorways, draping windows, and waving in a thousand hands.

Personnel of the Regiment—There were 1,358 officers and men from New Hampshire in the Spanish War distributed as follows:

Robert H. Rolfe, Concord, colonel; William C. Trenoweth, Concord, lieutenant colonel; Edmund Tetley, Laconia, major; William Tutherly, Concord, major; M. R. Maynard, Manchester, major; George D. Waldron, Concord, first lieutenant adjutant; George H. Colby, Plymouth, first lieutenant quartermaster; Robert Burns, Plymouth, major surgeon; Arthur K. Day, Concord, first lieutenant assistant surgeon; James T. Greeley, Nashua, first lieutenant assistant surgeon; Russell Wilkins, Concord, first lieutenant assistant surgeon.

The companies were commanded by the following, with the number of men in each:

Company A, Portsmouth, 113, Captain Lemuel Pope, Jr.; Company B, Manchester, 90, Captain William Sullivan; Company C, Concord, 113, Captain Charles H. Staniels; Company D, Claremont, 108, Captain Julius C. Timson; Company E, Concord, 119, Captain Otis G. Hammond; Company F, Dover, 109, Captain Frank E. Rollins; Company G, Lebanon, 114, Captain James W. Russell; Company H, Franklin, 113, Captain Joab N. Petterson; Company I, Nashua, 108, Captain Ernest S. Woods; Company K, Laconia, 112, Captain William A. Sanborn; Company L, Keene, 110, Captain Paul F. Babbidge; Company M, Newport, 111, Captain Ira Stowell.

Half an hour past noon the three sections of the railroad train, each carrying a battalion, steamed out of the station within a few minutes of each other, and the 1st Regiment of New Hampshire Volunteers in the War with Spain was on its way to the front, there to do whatever duty its country should demand.

The regiment, thus leaving Concord, with 1,009 officers and men, reached Georgia within three days. On the 20th of May, it reported to Major-General John R. Brooke, commanding 1st Army Corps, Department of the Gulf, at Camp Thomas, Chickamauga Park, where it was assigned to the 3d Brigade, 3d Division of the Corps. Six days later, or on the 25th of May, the President called for 75,000 additional volunteers to serve for two years. The State's quota under this call was 318 men, who were enlisted as recruits for the 1st New Hampshire by a recruiting party detailed from the regiment and sent to New Hampshire by direction

of the Secretary of War. Recruits to the requisite number were secured, and by the 5th of August embodied with the command.

The encampment of the regiment was, for nearly three months, or until the 12th of August, at the southeast corner of the park, near Alexander's Bridge. On the 26th of June the command was ordered to be transferred to the 3d Brigade, 1st Division, 1st Corps, in preparation for being sent to Santiago to reinforce General Shafter, but the order was soon revoked. On the 23d of July, the regiment was put in condition to move to Porto Rico, with the entire corps, and on the 4th of August was assigned to the Provisional Corps under General Wade; but neither of these movements was carried out.

The place of encampment was changed on the 12th of August to Smith-White Field, near Jay's Mills, whence, on the 26th of the same month, the regiment marched to Ringgold, and from there moved by rail to Lexington, Kentucky; for the hostilities of the Spanish-American War had ceased in the complete triumph of the American cause on land and sea. Having remained at Lexington until the 6th of September, the New Hampshire Volunteers started for Concord, which they reached on the evening of the 8th, just four months from the day on which their mustering into the service of the United States had begun.

Not the entire regiment, however, numbering under the two calls some 1,300 officers and men, thus returned. Three of its officers and 23 of its men had perished of typhoid fever, and 280 of its members were already at home upon sick furlough, many of them being at hospitals in Concord, Manchester, and Portsmouth. Of the 1,018 who returned on that evening of the 8th of September, 64 came upon the hospital train, 45 of whom were suffering from fever; so that fewer than a thousand able-bodied men, coming upon the three sections of the regimental train, reached the Concord station between the hours of five and seven in the evening.

Return of the Regiment—The somewhat belated arrival was joyfully greeted by the waiting crowd, and by the welcome of cannon and bells. Having partaken of a substantial evening meal provided by the State Soldiers' Aid Society, and issued to the men massed in Railroad Square, the regiment was formed in column for the march up town on its way to camp across the river. At the junction of Pleasant Street extension and Main Street, it met the escort, comprising Peabody's Cadet Band, the Wonolancet Club, the Concord Fire Department, and E. E. Sturtevant Post, Grand Army of the Republic. Under the direction of Chief Marshal Louis C. Merrill, with assistants, the line of march was taken up Main Street, densely lined with loudly cheering spectators, amid the glow of red fire and the discharge of rockets, until the Soldiers' Arch in front of the State House was reached. There a halt was made, and Governor Ramsdell addressed the troops in words of cordial welcome.

Colonel Rolfe responded thus: "On the 17th of May, when, in behalf of the State you bade us goodbye, I had the honor to say to you, in behalf of the regiment, that we would do the best we could. I would most respectfully refer you to the reports of those officers of the 1st Army Corps who have commanded and inspected the regiment as to how well we have performed our duties."

The march was then resumed, and the tired men were ere long upon their old camp ground, and soon to be asleep in their blankets under quickly pitched shelter tents. They remained in camp until the 12th of September, when, having been paid, they took furlough for thirty days. Officers and men returned on the 12th of October, and, after physical examination and other details had been completed, were finally, by the 31st of October, mustered out of the service of the United States.

List of Spanish War Dead—Although not in actual battle, New Hampshire's contingent in the War with Spain suffered heavy casualties. Following is the list showing New Hampshire's contribution to Cuban freedom:

OFFICERS.

Name.	Company.	Residence.	Died.
Captain W. A. Sanborn,	Co. K,	Laconia,	August 26.
Captain Ira Stowell,	Co. M,	Newport,	September 1.
Lieutenant Joseph L. Morrill,	Co. K,	Laconia,	July 27.
Captain Finley R. Butterfield,		Concord,	September 24.

ENLISTED MEN.

Name.	Company.	Residence.	Died.
John C. Angier,	Co. L,	Claremont,	September 10.
William W. Banfill,	Co. E,	Groveton,	August 21.
Edward H. Gaffney,	Co. L,	Nashua,	August 18.
Earle N. Gilman,	Co. K,	Laconia,	August 23.
John J. Hallissey,	Co. I,	Nashua,	August 4.
Thomas E. King,	Co. C,	Concord,	August 24.
A. J. Morrill,	Co. K,	Laconia,	August 11.
Cassius B. Roberts,	Co. F,	Dover,	August 3.
William A. Rossiter,	Co. F,	Dover,	August 25.
Joseph Silver,	Co. D,	Claremont,	August 19.
William G. Swain,	Co. G,	Lebanon,	August 18.
O. J. Weatherwax,	Co. M,	Berlin,	August 23.
D. M. Aldrich,	Co. L,	Keene,	July 31.
R. Clements,	Co. M,	Newport,	August 9.
W. H. Derwin,	Co. B,	Manchester,	August 12.
John Rafter,	Co. M,	Taunton, Mass.,	September 6.
——— Keefe,	Co. C,	Concord,	September 6.
Joseph Bergeron,	Co. G,	Lebanon,	August 25.
Robert Simonds,	Co. H,	Franklin,	September 3.
Roland I. Johnson,	Co. I,	Nashua,	July 15.
William Connors,	Co. I,	Nashua,	September 15.
Levi Peters,	Co. I,	Nashua,	September 20.
Henry Malonson,	Co. C,	Concord,	September 27.
Frank Scruton,	Co. L,	Farmington,	October 3.
Charles Sullivan,	Co. K,	Manchester,	October 5.
Lester L. Stoddard,	Co. L,	Chesterfield,	October 5.

Hospitalization—Toward the close of the War with Spain, an investigation was made of the sanitary condition of Camp Thomas, and Councilor George W. Cummings conducted the investigation for New Hamp-

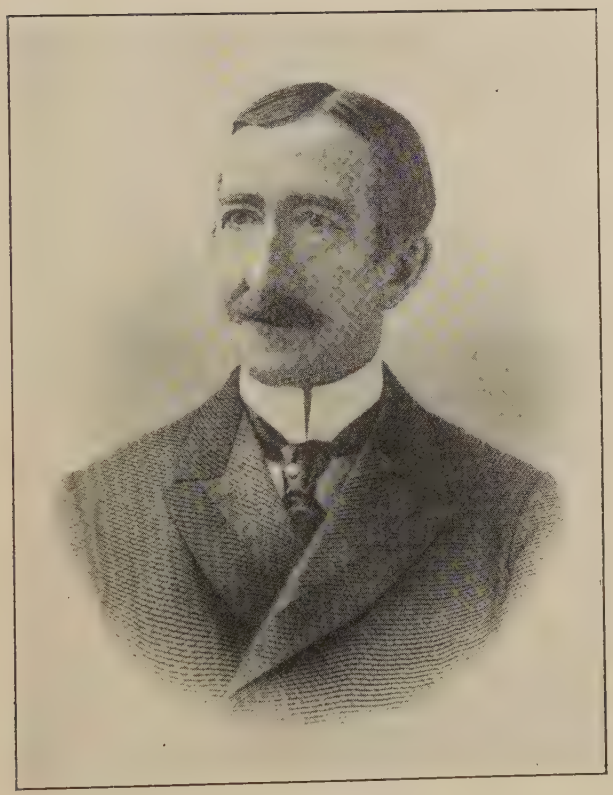
shire and secured the removal of 220 men to New Hampshire hospitals and four to the city hospital in Boston. The New Hampshire Soldiers' Aid Society was organized, which met returning soldiers.

Politics During the War—In 1898 there were several Republican candidates for Governor, including Frank W. Rollins, Chester B. Jordan, who was a State Senator, and Charles H. Greenleaf, also a State Senator. The active men in the Republican party at that time were John W. Sanborn; Henry M. Putney, chairman of the State Railroad Commission; Lucius Tuttle, president of the Boston and Maine Railroad; and General Paul Lang. These four composed the "Railroad Machine," who made it their business to pick out candidates for Governor, Senator and important offices, so much so that for several years it was said that the real capitol of New Hampshire was in the North Station of the Boston and Maine Railroad in Boston. In December before the convention, Senator Jordan declined to be a candidate and Senator Greenleaf afterward got out of the field, leaving Mr. Rollins as the nominee.

Election of Governor Rollins—The vote for Governor in 1898 was as as follows: Frank W. Rollins, Republican, 44,730; Charles F. Stone, Democrat, 35,653; Augustus G. Stevens, 1,333; Sumner F. Claflin, 350; Benjamin F. Whitehouse, 263; Gardner J. Greenleaf, 104; scattering, 42. The Governor's council included Sumner Wallace, Stephen H. Gale, George F. Hammond, Harry M. Cheney, and Henry F. Green.

The Legislature met January 4, 1899. Frank D. Currier, Republican, was elected speaker with 258 votes against 87 for John P. Bartlett, of Manchester, the Democratic candidate. In the Senate Thomas N. Hastings, of Walpole, was elected president and among the attaches were Thomas F. Clifford, of Franklin, assistant clerk; L. Ashton Thorp, of Manchester, messenger; and Charles B. Bodwell, of Manchester, doorkeeper.

Frank West Rollins—Frank West Rollins, fiftieth Governor of New Hampshire, lawyer and banker, was born at Concord February 24, 1860, son of Senator Edward H. Rollins. He was descended from James Rollins or Rawlins, who emigrated to Massachusetts in 1632, settling in Ipswich, and became a resident of Dover, about 1642. One of the emigrant's sons, Thomas, was a member of the "dissolved assembly," which in 1683 had attempted an insurrection against the royal Governor, Cranfield. Another of the family, Ichabod, great-great-grandfather of the Governor, was a member of the Exeter convention of 1775; served on the committee of ways and means of furnishing troops and supplies for the patriot troops; was a member of the convention which formed an independent State government in 1776; was judge of probate in 1776-84, and subsequently was a member of the executive council. The town of Rollinsford, set off from Somersworth, was named for him.



FRANK G. CLARK
Congressman, 1897-1901

Edward Henry Rollins, father of the Governor, represented his native State in the lower house of Congress in 1861-67, and in the Senate in 1877-83. The son was educated in the public schools of Concord, at the Massachusetts Institute of Technology, where he was graduated in 1881, and at the Harvard Law School, which he left before the course was completed, to study in the office of John Y. Mugridge, at Concord. In August, 1882, he was admitted to the bar, but in 1884 entered the banking house of E. H. Rollins & Sons, becoming vice-president after the incorporation of the company, and in 1893 taking charge of the Boston office, while retaining his residence in Concord.

He was elected to the State Senate by the Republicans in 1895; was chosen president of that body and served for two years. In 1898 he was nominated as a candidate for the governorship, and polled 44,730 votes against 35,653 cast for Stone, the Democratic candidate, his plurality being 9,077. Soon after taking the chair Governor Rollins advanced the idea of an "old home week," a period during which, every summer, those who had emigrated from New Hampshire might revisit their birthplaces, and those who had remained might join with them in various celebrations calculated to foster a spirit of loyalty to the State and pride in its welfare. Aided by the granges and the newspapers, Governor Rollins made the movement popular. Nearly 100 towns and cities observed the week in 1899, and fully 10,000 people returned to New Hampshire, while in 1900 the numbers were still greater. Other States have adopted this custom, which, aside from sentimental effects, has resulted in such material benefits as the formation of village improvement societies, good roads societies, the buying back of old homesteads, and the increase in summer visitors.

He was a member of the New England delegation which, in 1896, journeyed to Canton, Ohio, to call on Mr. McKinley, and was selected to make the address on that occasion.

Sulloway and Clarke, Congressmen—In the congressional campaign of 1898 there was some Republican opposition to the reëlection of Congressman Sulloway. The Democratic candidate was Edgar J. Knowlton, former mayor of Manchester. Congressman Sulloway received 21,373 votes. Mayor Knowlton had 18,518; Isaac B. Vail, Prohibition candidate, had 550; Louis Arnstein, Socialist, had 309; C. H. Mellin, Social Democrat, had 194 and there were 32 scattering.

In the second district Frank G. Clarke, of Peterborough, had 22,395; Warren F. Daniell, of Franklin, Democrat, had 17,266; John C. Berry, Prohibition candidate, had 580; and E. N. Blodgett, People's candidate, had 56.

Alonzo B. Carpenter, Chief Justice—Alonzo B. Carpenter, chief justice of the Supreme Court, died at Concord May 21, 1898. He had been

solicitor of Grafton County from 1863-1873, and became judge of the Supreme Court in 1881. On the death of Chief Justice Charles Doe, in 1896, Judge Carpenter was promoted to chief justice. He was the father of General Philip Carpenter, of New York City, and Mrs. Frank S. Streeter of Concord.

Lewis W. Clark, Chief Justice—Lewis W. Clark, chief justice of the Supreme Court, died at Manchester May 28, 1900. He was born in Barnstead, August 19, 1828, and graduated from Dartmouth College in 1850. He became principal of Pittsfield Academy and was admitted to the bar in 1852 and served two terms in the State Legislature and in 1872 became attorney general. The next year he was appointed to the Supreme Court and in 1898, on the death of Chief Justice Carpenter, he became chief justice until he was seventy years old, in August of the same year. He was twice a Democratic candidate for Congress and was chairman of the Democratic State Committee in 1871.

Society for Forest Protection—The Society for the Protection of New Hampshire Forests, founded in 1901 by Governor Rollins, has long been identified with the promotion of the best interests of New Hampshire forests. It celebrated its 25th anniversary at the annual forestry conference held under the joint auspices of the society with the State Forestry Commission, the Appalachian Mountain Club and the State Federation of Women's Clubs at the Lost River reservation of the society in September, 1926.

Formed before New Hampshire had taken any official notice of the forests of the State, the first legislative enterprise of the society was the establishment of the State Forestry Commission, which is now a most efficient organization, numbering about 500 workers in its personnel, including the town fire wardens.

While the organization was still young, the plan of including the White Mountain district in the program of Mr. Pinchot and Mr. Graves for the establishment of National Forests in the Southern Appalachians was originated in the society. The passage of the Weeks Law, which was signed by President Taft in March, 1911, was the result of the aggressive campaign of the society and the Congressmen who were won to the plan for the eternal preservation of the beauty of the White Mountains. Up to the present time the government has acquired more than 700 square miles of the forested White Mountain district at a cost of nearly $3,000,000 and in a large measure it is to the society that thousands of people who visit the mountains each year may be grateful for the beauty of the national forests, which will never be stripped of the trees that now adorn it.

Forestry Appropriations—The Forestry Commission, with the aid of the society in some instances, had been enacted by the State Legislatures

a body of forest laws which place the State among the first in forestry, and the annual appropriation for the forestry purposes of the State now amounts to $90,000, with funds appropriated through the United States Forest Service supplementing State money by about $21,000 annually.

The society has for some time urged the buying of forest lands by the towns, both as an economic asset to the towns and as a measure to forest all the ultimate shortage of timber which even now is being keenly felt in New England. Many of the New Hampshire towns have seen the wisdom of buying town forests as an investment that will in time more than pay for all the money and labor spent on their purchase and upkeep. As the taxes in rural districts mount higher and higher this is the one way open to the towns to reduce the amounts of the taxes to be raised. The society has twelve forest reservations of its own, located in many parts of the State and in all 3,338 acres of reservation lands are owned. The largest of the reservations are those on Monadnock, Sunapee and Kearsarge mountains and at Lost River.

At the present time there are 107 forest reservations in the State of varying size, owned by the State, the towns, the society and the Appalachian Mountain Club. These are exclusive of the National forest. With such remarkable successes behind it the society is looking forward to even greater tasks in the future with projects which vary widely in the objects which they seek to attain, but are all important to the advancement of forestry in New Hampshire.

Idle Forestry Lands—It is estimated that there are upwards of 2,000,000 acres of idle land in New Hampshire fit only for the growing of forests, and the reforestation of these tracts has been established as one of the objectives of the society. Another objective which will pair with the reforestation program will be the increase in the size and number of the State forest nurseries.

State Forestry Department—The forestry department was created by the Legislature in 1881, and the Governor and seven others served as the first forestry commission. In 1889 the commission was reduced to three members, appointed by the Governor and council. In 1893 a commission of four, two members of each political party, was created to serve for terms of four years, one seat becoming vacant annually, and appointments were made by the Governor and council. The office of secretary of the commission was created, one of the commissioners being a salaried secretary and active head of the department. The Governor was a commissioner by virtue of his office.

In 1909 the department was reorganized and reduced to three in number, who are appointed by the Governor and council, one each year for a term of three years. The Governor is not a commissioner, and instead of an active secretary the commission appoints a forester, who serves at

the pleasure of the commission. Following is a list of the commissioners from the beginning, with the residence of each and the term served:

Name of Commissioner and Residence.	Term Served.
Henry G. Jesup, Hanover	1881–89
Joseph B. Walker, Concord	1881–93
William W. Hills, Plaistow	1881–89
Joseph B. Barnard, Hopkinton	1881–89
William S. Ladd, Lancaster	1881–89
Ithiel E. Clay, Chatham	1881–89
William F. Flint, Winchester	1881–89
George B. Chandler, Manchester	1889–1901
Jonathan B. Harrison, Franklin	1889–93
Napoleon B. Bryant, Andover	1893–1902
James F. Colby, Hanover	1893–99
George H. Moses, Concord	1893–1907
George E. Bales, Wilton	1899–1905
Henry O. Kent, Lancaster	1901–09
Marshall C. Wentworth, Jackson	1902–05
Jason E. Tolles, Nashua	1905–17
Robert P. Bass, Peterborough	1905–11
Robert E. Faulkner, Keene	1907–09, 12–13
William R. Brown, Berlin	1909–
George B. Leighton, Dublin	1911–12, 15–21
Benjamin F. Greer, Goffstown	1913–15
Henry W. Anderson, Keene	1920–23
Joseph B. Murdock, Hill	1921–
John M. Corliss, Concord	1923–

Mr. Hirst and Mr. Foster—The first State forester was Edgar Hirst, of Concord, who served from 1909 until 1920. During the World War Mr. Hirst took several units of New Hampshire woodsmen into the forests of the British Isles and cut trees for the wooden ships of the British Navy and for other purposes. In 1920 he resigned and was succeeded by John H. Foster, of Waterville. Mr. Hirst is now tax commissioner. In 1927 Mr. Foster represented the State at Washington in an effort to enlarge the Federal forest holdings in the White Mountains.

Rollins Memorial, 1924—On July 31, 1924, with appropriate exercises, the Society for Protection of New Hampshire Forests placed upon a boulder near the summit of Kearsarge Mountain a tablet upon which is inscribed: "Frank West Rollins Memorial Reservation. This Reservation of 521 acres, extending to the summit of Kearsarge Mountain, is established by the Society for Protection of New Hampshire Forests as a Memorial to Frank West Rollins, Governor of New Hampshire, 1899-1901. Founder of the Society, 1901, and 15 years its first President."

Old Home Week—Governor Rollins' principal claim to fame is his establishment of Old Home Week. He did not content himself with giving out a good idea to the public, but he stood behind it, worked hard, and made others work hard to develop the project in every dignified way. He had an able lieutenant in this work in Governor Naham J. Bachelder, who through his position as head of the Grange, did a great deal to increase the desire among the sons and daughters of New Hampshire to return once a year to the old home.

Popularity of the Idea—The progress of the idea was constant and consistent. Fifty cities and towns adopted it the first year. Ten years later 150 cities and towns were holding annual Old Home Week celebrations, and in 1927 more than half the places in the State had given official recognition to Old Home Week in August. Many of them appropriated money raised by taxes for the celebration of these reunions.

The idea was copied in Massachusetts and during the administration of Mayor John F. Fitzgerald, the city of Boston conducted one of the most elaborate Old Home Week celebrations ever seen in the United States. A New England Old Home Week Association was organized, patterned after the New Hampshire Association, and the Old Home Week plan was copied afterward in Massachusetts and Vermont and scattered observances have been held in Rhode Island, Connecticut, New York, Ohio, South Carolina, and North Carolina, and even in Canada. The celebrations usually consisted of processions, banquets, orations, sports, and fireworks, and whenever a public building or monument was to be dedicated, it was usually made a part of the Old Home Week celebration. In recent years these have been combined with the anniversary celebrations of the founding of the several cities and towns.

New Hampshire was the first State in the Union to adopt a systematic plan for promoting the re-occupation of its abandoned farms, the number of which had become so great by 1900 as to excite alarm lest the entire depopulation of the country districts should result. The Old Home Week movement had a great deal to do with checking the abandonment of these farms. At one time the State adopted the office of commissioner of immigration, to which Governor N. J. Bachelder was appointed, for the purpose of attracting people in other States to opportunities in this State for farming. No great amount of immigration resulted, but the movement had the effect of keeping many people here who were already established.

Boston Exchange Club—Another idea which Governor Rollins advocated was an organization of New Hampshire people living in Boston and he brought about the foundation of the New Hampshire Exchange Club in that city. Horace G. Pender, a son of John Pender, of Portsmouth, was secretary of the club. For many years the number of New Hampshire people living in Boston and vicinity not only has been surprisingly large, but the importance of the part they play in the daily life of Massachusetts is great. Among the most prominent in recent years have been Channing H. Cox, Governor of Massachusetts; Montgomery Rollins; Joseph T. Meader, of Brookline; Edwin D. Mead; W. D. Quint, of Cambridge; Charles L. Ayling, of Chestnut Hill; Winston Churchill; Jeremiah Smith, of Cambridge; Robert R. Kimball, Major Frank B. Stevens; James O. Lyford; George M. Clough; Richard H. Stearns, father of Frank W. Stearns, who is close political adviser of President Coolidge; John W. Weeks, former secretary of war; Guy W. Cox; Edwin DeMer-

ritte; George A. Marden; John M. McClintock, who wrote an able history of New Hampshire; Daniel B. Ruggles; John M. Woods; Samuel L. Powers, who was a Congressman; and Sherman L. Whipple.

Reëlection of President McKinley, 1900—At the presidential election of 1900, the Republicans in New Hampshire were unanimously in favor of reëlection of President McKinley and the delegation to the Chicago convention supported him. The Democrats were of a similar mind in favor of the renomination of Mr. Bryan, and the Gold Democrats continued to bolt the Democratic candidate and most of them supported McKinley, with the result that he again carried the State by an overwhelming majority. The vote was as follows:

Electoral Vote:	Total vote	N. H. vote
President—William McKinley, Republican	292	4
William J. Bryan, Democrat	155	
Vice President—Theodore Roosevelt, Republican	292	4
Aldai E. Stevenson, Democrat	155	

Popular Vote:	Total vote	N. H. vote
McKinley and Roosevelt, Rep.	7,219,524	54,798
Bryan and Stevenson, Dem.	6,358,007	35,489
Woolley and Metcalf, Prob.	207,429	1,270
Debs and Harriman, Soc. Dem.	95,897	790
Scattering	89,748	16

ELECTORS—William J. Hoyt, Seth M. Richards, Joseph O. Hobbs, William H. Mitchell.

Sulloway and Currier, Congressmen—For Congressmen, the Republicans renominated Representative Cyrus A. Sulloway and in the second district named Speaker Frank D. Currier of the House of Representatives to succeed Congressman Clarke. The Democrats named Timothy J. Howard, a Manchester lawyer, to oppose Sulloway, and Henry F. Hollis, of Concord, to oppose Currier. The Roosevelt landslide sent both Republicans in by large majorities, Sulloway winning by 26,062 to 13,391 and Currier by 27,440 to 17,517.

Frank D. Currier—Frank D. Currier was born in Canaan, October 30, 1853. Canaan was the home of Jonathan Kittredge, chief justice of the court of common pleas; Jonathan E. Sargent, chief justice of the Supreme Court; Isaac N. Blodgett, chief justice of the Supreme Court; and William N. Chase, an associate justice of that court. Here also was born Caleb Blodgett, who became a judge of the Superior Court of Massachusetts.

Frank Currier was educated in Concord High School and Kimball Union Academy and studied law with Pike and Blodgett of Franklin and was admitted to the bar in 1874. Four years later he was elected to the Legislature and in 1882 became secretary of the Republican State Committee. He was clerk of the State Senate in 1883 and 1885 and in 1886 was elected State Senator. He was a delegate to the Republican National Convention in 1884. In 1890 he was appointed naval officer of Boston.

GOVERNOR CHESTER B. JORDAN

In 1898 he was again elected to the Legislature and became speaker, then going to Congress where he won recognition as a parliamentarian. His congressional career was shortened by failing health.

State Campaign of 1900—In May, 1900, the Republican leaders took steps to pick out a successor to Governor Rollins. There were conferences between President Tuttle of the Boston and Maine Railroad, John W. Sanborn, Henry M. Putney, Perry H. Dow, of Manchester, and Charles H. Means, of Manchester, and the "Machine" finally agreed upon Chester B. Jordan, of Lancaster. The only other candidate was Franklin Worcester, of Hollis, who afterward became the nominee in 1912.

The Republican State Convention met at Concord September 11, 1900, and Senator Jordan was nominated by Judge James W. Remick, of Concord. Edwin F. Jones, of Manchester, clerk of the State Senate, was president of the convention. Mr. Worcester received 83 votes and Senator Jordan received 657 and the members of the State Senate of 1897 made up the committee which notified Mr. Jordan of his nomination. The day after the convention Harry Bingham, of Littleton, who had long been a Democratic leader in the Legislature, passed away.

The Democrats nominated Frederick E. Potter, but Jordan was elected in the largest vote ever cast for Governor in the history of the State up to that time. The total poll was 90,788 and Jordan received 53,891 and Potter 34,956. The new Governor had been speaker of the House in 1881 and president of the Senate in 1897 and was one of the best equipped men for Governor that the State ever had.

Chester B. Jordan—Chester Bradley Jordan, fifty-first Governor, the youngest child of a family of ten, was born on October 15, 1839, in Colebrook. His early life held much of bitter hardship, poverty and unremitting toil. His father met with financial reverses and the life on the rugged, sterile farm was usually without ordinary home comforts and often without the bare necessities.

He attended district school intermittently, but so great was his desire to learn, and so consistent his application in the poverty of his spare moments, that in reality he was better informed than other youths of more ample opportunities. He attended Colebrook Academy and entered the teacher's field, teaching eighteen terms in district and private schools, including two terms as principal of Colebrook Academy. He graduated from Kimball Union Academy at Meriden, in 1866, having already been superintendent of schools in his native town for three years.

In 1867 he was one of the selectmen and his party's candidate for Representative. In March, 1868, he was appointed clerk of the Supreme Court for Coos County, took the office the following June, and held it until removed by the Democratic administration that came in in October, 1874.

He had, meanwhile, been reading law, and after giving up his position as clerk, he continued this reading in the office of Judge William S. Ladd, of Lancaster. He finished his reading in the office of Ray, Drew & Heywood, and was admitted to practice in the State courts in November, 1875, and in the United States courts in May, 1881. Mr. Heywood retired from the firm in May, 1876, and Mr. Jordan was admitted to the new office of Ray, Drew & Jordan. In 1882, this firm, by the admission of Philip Carpenter, became Ray, Drew, Jordan & Carpenter; later Drew, Jordan & Carpenter; then Drew & Jordan; next Drew, Jordan & Buckley, and finally Drew, Jordan, Shurtleff & Morris. The Hon. Irving W. Drew and Mr. Jordan were fellow students at Colebrook, Stewartstown, and Kimball Union Academy, and for over thirty years practiced law together.

In 1870 he purchased the Coos "Republican," became its editor, and gave it high rank among the papers of the State. He was the prime mover of the Lancaster Town History; he also wrote much and furnished much information for the "History of Coos County."

His first vote in Colebrook was for Lincoln, and his first in Lancaster was for Grant. In the fall of 1864 he presided over the meetings addressed by Senator Patterson, Senator Daniel Clark, and the Hon. Walter Harriman. The famous debate of Harriman and Sinclair began in Colebrook, and Mr. Jordan presided. In Lancaster, he was often moderator and for a long time chairman of the town and county committees.

Mr. Jordan was elected representative to the general court in 1880, after a hard fight. In 1882 he presided at the Republican State Convention in the noteworthy Hale-Currier campaign for gubernatorial nomination. Factional feeling ran high and three ballots were taken before a choice was made. In 1886, he was unanimously nominated for Senator from the Coos district, a Democratic stronghold. He was defeated by a small majority at the polls, but in 1896 he was again nominated for that office and was elected by a majority as large as his opponent's whole vote. He was unanimously elected president of the Senate for the year 1897-1898, the first time in the history of the State that such an event had taken place for over 100 years.

In 1898 he was compelled three times to publicly decline to take the governorship before his party would take the refusal. In 1900 he was again urged to head the ticket and he finally said that if the nomination could come unsolicited and unbought he would accept. It so came by a magnificent convention which gave him all its votes, but about 70.

During the two years that he held the highest office in the State, he not only gave its people a straight business administration but did away with useless appropriations, and enforced departmental and institutional economy and efficiency.

Dual Courts Established—The State debt was reduced over $400,000 during his administration, and when he left the office the treasury had

a plenitude never before attained, there being over $600,000 in its vaults. The old court was abolished, and dual court established with five judges on each bench. There was heated opposition to this measure, because it was said that no Governor had sufficient acumen to fill the ten judgeships without causing great dissatisfaction. However, the court bill passed one day and the following day Governor Jordan named the ten judges, and not a murmur was heard against any of the ten appointments.

Although Governor Jordan held many official positions in the State, he by no means accepted every office tendered him. He was once offered the postmastership of Lancaster, also the position of special agent of the United States Treasury Department, but declined them. He was urged to accept an appointment to the supreme bench of the State; in 1867 he declined a position on the staff of Governor Harriman; Governor Straw tendered him a like position in 1872, and a colonelcy was accepted.

Governor Jordan died August 23, 1914. One of his sons and his namesake is Chester B. Jordan, judge of probate of Cheshire County. He presided at the Republican State Convention in 1922. Another son is Gladstone Jordan, a securities dealer in New Hampshire.

Legislature of 1901—The Legislature of 1901 organized with Bertram Ellis, of Keene, as president of the Senate, and Cyrus H. Little, of Manchester, as speaker of the House of Representatives. Mr. Ellis was a lawyer and publisher and in 1910 he was the organization candidate for the Republican nomination for Governor, but was defeated in the first primary election ever held in this State by Robert P. Bass, of Peterborough. Mr. Little was a Manchester lawyer and became chairman of the State Liquor License Commission when it was established to regulate the licensing of saloons.

Census of 1900—The census of 1900 showed an increase in population from 346,991 to 411,588, or more than eighteen per cent. The taxable property increased between 1881 and 1905 from $168,000,000 to $231,000,000. The State debt was decreased from $3,000,000 in 1886 to $617,000 in 1904, an average annual decrease during eighteen years of $132,000. During Governor McLane's administration there was an increase in the State debt on account of the State taking over the care of insane people and the maintenance of considerable highways.

Senatorial Struggle of 1900-01—The struggle among a half-dozen candidates for the United States Senate carried on for the past year and a half culminated in a cry of "anybody to beat Chandler."

On the one hand stood Senator William E. Chandler, backed by only two of the dozen or more Republican daily papers in the State and by only a few of the men who were recognized as the party leaders. Against him were pitted seven avowed candidates, representing every faction of

the party and nearly every part of the State. These included Congressman Cyrus A. Sulloway, of Manchester, who was nominated by acclamation for his fourth term in Congress for the First New Hampshire District; Judge Henry E. Burnham, of Manchester, a prominent lawyer; Congressman Frank G. Clarke, of Peterborough, who for four years represented the second district; General Frank S. Streeter, of Concord, the chief New Hampshire attorney for the Boston and Maine Railroad; ex-United States Senator Henry W. Blair, of Manchester; ex-Congressman Henry M. Baker, of Bow, noted as a generous contributor to the National and State campaign funds; and Colonel Henry B. Quimby, of Laconia. The National administration desired the reëlection of Mr. Chandler.

Among the secondary candidates were mentioned ex-Governor John B. Smith, of Hillsborough; Henry M. Putney, of Manchester, United States Commissioner to the Paris Exposition; James O. Lyford, of Concord, naval officer of the port of Boston; General Charles H. Burns, of Nashua, another railroad lawyer; and Governor Frank W. Rollins, of Concord, the originator of the Old Home Week idea.

The result of the Republican Congressional Convention in the First District had an unexpected effect on the Senatorial fight. The city of Manchester, where the convention was held, had two prominent candidates for United States Senator, Congressman Sulloway and Judge Burnham. Sulloway was credited with having the greater following outside Manchester, while Burnham was conceded to have a majority of the wards of that city. In the congressional convention the friends of Burnham engineered a deadlock so that in five ballots none of the four candidates could secure a majority. They then sprang the name of Congressman Sulloway for reëlection and with the withdrawal of the four original candidates he was nominated by acclamation.

The purpose of the Burnham men was of course to eliminate Sulloway from the senatorial race, leaving the field of Manchester clear for his chief local rival. But the trick proved a boomerang. Sulloway accepted the congressional nomination while not withdrawing from the senatorial race, and was, therefore, a sure winner of place if not of first money. Moreover, the situation strengthened Sulloway as compared with Burnham, because the men who aspired to represent the first district in the House naturally wished now to have Mr. Sulloway promoted to the Senate that they might renew their fight for the vacancy which would be caused thereby. Sulloway stood next to Chandler as the candidate of the people. He was the tallest man in Congress, very democratic in his tastes, and as chairman of the pensions committee during the last session gained many adherents among the old soldiers through advancing pension legislation. His action in continuing in the senatorial fight

SENATOR HENRY E BURNHAM

after accepting the renomination for Congress embittered many who helped to nominate him.

Senator Chandler, whose independence of action had not endeared him to the would-be managers of New Hampshire politics, had a unique political record extending over nearly half a century. At the age of twenty-one, in 1856, he took a leading part in the organization of the Fremont Club in Concord, becoming its first secretary. It was from this club that the Republican party of New Hampshire was formed.

Since 1887 he had represented New Hampshire in the United States Senate. There he had been conspicuous. Among the committees of the Senate on which he had served were those on interstate commerce, the census, the navy and postoffices and post roads. He was chairman of the committee on privileges and elections and in that capacity opposed the seating of Senator Clark of Montana.

The principal objection which the opponents of Mr. Chandler urged to his reëlection was his attitude toward bimetallism. Senator Chandler himself said that he stood fairly and squarely on the platform adopted by the Republican National Convention in Philadelphia and that "his vote was as sure against free silver coinage by the United States alone as that of any Republican." His candidacy was indorsed by a number of the influential labor organizations, including the International Brotherhood of Blacksmiths, the Iron Moulders' Union, the Machine Trade Helpers' Union, and the Washington branch of the Pattern Makers' League of North America.

The opposition which Mr. Chandler encountered arose largely from the free use of his satirical tongue and pen. The opposition of the Boston and Maine Railroad to Mr. Chandler's reëlection was counted upon by his rivals as the chief means to bring about his defeat, and their reliance proved to be well founded. On the first ballot in the Republican caucus in the Legislature, Henry E. Burnham was nominated and subsequently elected. He served twelve years in the Senate.

Henry E. Burnham, Senator—Henry E. Burnham was a member of the Legislature which elected him to the Senate. He was born in Dunbarton, November 8, 1844, and educated at Kimball Union Academy and Dartmouth College. He began the practice of law in 1868 and was a partner with Judge David Cross, of Manchester. Later he became a member of the firm of Burnham, Brown, Jones and Warren, one of his partners being afterward president of a constitutional convention and another Governor and also president of a constitutional convention.

Judge Burnham was judge of probate of Hillsborough County from 1876-1879 and was also county treasurer, and judge of the Manchester Municipal Court. Although a gifted orator, he never made a speech in the Senate during his twelve years of service. One of his associates in

the Legislature of 1901 was Sherman E. Burroughs, of Manchester, who afterward became Congressman. Senator Burnham died at Manchester soon after his retirement from the Senate.

Jordan's Appointments—Governor Jordan appointed more important State officials than any Governor in the history of the State. During his administration the dual court system was adopted and he named the entire personnel of the two courts. Among his appointees were Isaac N. Blodgett, Frank N. Parsons, William M. Chase, Reuben E. Walker, James W. Remick, and George H. Bingham, judges upon the supreme bench; and Robert M. Wallace, Robert G. Pike, Robert J. Peaslee, John E. Young, and Charles F. Stone, judges of the Superior Court; John C. Linehan, insurance commissioner; Henry M. Putney and Frank C. Faulkner, railroad commissioners; Charles E. Cox, warden of State prison; Edwin G. Eastman, attorney-general; Alpheus W. Baker and George W. Cummings, bank commissioners; Channing Folsom, superintendent of public instruction; Ira Cross, auditor; Daniel Hall and Thomas P. Cheney, managers of the Soldiers' Home; Nathaniel Wentworth, fish and game commissioner; Marshall C. Wentworth, forestry commissioner; Sherman E. Burroughs, member of the board of charities and correction; James B. Tennant, Susan C. Bancroft, Daniel C. Remick, William J. Ahern, and Frederick W. Shontell, trustees of the School for Feeble-minded Children.

Webster Hall at Dartmouth—During Governor Jordan's administration the corner stone of Webster Hall at Dartmouth College was laid and the Perkins statue at the State House was unveiled and President Theodore Roosevelt was entertained in the State. The Jefferson Notch Road was opened and the Governor and council rode over it in an eight-horse team driven by Ethan Allen Crawford, the great-grandson of Abel Crawford, who built the hotel at Bemis in 1793 and for whom Crawford Notch was named.

Civil War Claims—More than $300,000 was collected from the United States government on claims arising out of the Civil War.

Massachusetts Boundary Established, 1901—The boundary between New Hampshire and Massachusetts, which had been in dispute for nearly 150 years, was settled in 1901.

In 1825, on the initiative of Massachusetts, commissioners were appointed for the purpose of bringing about, if possible, some settlement of the controversy, but nothing substantial was accomplished. Massachusetts again appointed a commission in 1883. Another was substituted in 1885, and in that year New Hampshire also took similar action. Each commission caused the line to be surveyed. The reports of the surveyors, accompanied by maps, and the reports of the respective com-

missions from time to time exhibit the progress of negotiations. The theoretical line was, no doubt, in accordance with the position taken by New Hampshire. On the other hand occupation of the principal part of the gore had been, to a large extent, by persons who regarded themselves as inhabitants of Massachusetts in conformity to the line run by Hazzen. Many liberties had been taken with the ancient monuments, and the line of occupation, at intervals, was indented and irregular. In one locality the line, as traceable in recent years, could be found pushed to the southward, and in another to the northward, according to the inclination or interest of the occupants of the land. Interminable wrangles about questions of local taxation were also incidents.

The fact of long occupation became a controlling factor in a practical agreement. On this basis recommendations for a compromise were agreed upon by the commissions, and ratified by the Legislatures of both States. This compact was effected October 26, 1894, and ratification on the part of this State was enacted by the law of January 30, 1895. This was conditional on similar action by Massachusetts and Vermont, which soon after followed. Surveyors were appointed to locate and mark the line in accordance with the tripartite treaty of the States, and the specific directions agreed upon by the commissioners. The extent and liberality of the concessions by New Hampshire on nearly all the essential points in dispute closed the episode, and rendered possible a result advantageous to all parties after a century and a half of petty and fruitless bickering, forming the basis of the act of March 22, 1901.

President Roosevelt's Visit, 1902—In August, 1902, President Theodore Roosevelt visited New Hampshire and was greeted at Nashua by 18,000 people, including a committee of reception consisting of C. J. Hamblett, United States district attorney; John A. Spalding, postmaster; Milton A. Taylor, mayor; Warren H. Pritchard, president of the city council; Lester F. Thurber, president of the board of trade; and others.

The President then went to Manchester and was received by William C. Clarke, mayor; Henry E. Burnham, Senator; and Cyrus A. Sulloway, Congressman; and a large reception committee. In the President's party was George B. Cortelyou, his private secretary. Colonel William Sullivan presented the President a bouquet on behalf of the veterans of the Spanish War.

At Concord the President was received by Governor Chester B. Jordan and Secretary of State Edward N. Pearson, and at The Weirs he made a speech to the New Hampshire Veterans' Association.

Eighth Constitutional Convention, 1902—On April 1, 1893, the seven year period having elapsed since the last convention was authorized,

the Legislature voted to take the sense of the people on the expediency of calling another convention. The vote was 13,681 in favor and 16,689 opposed, and no convention was called. The next Legislature, March 27, 1895, passed a similar act and the people again voted, 14,099 to 19,831 against a convention. The next Legislature in 1897 did nothing on the matter. The Legislature of 1899, on March 1, passed an act for a referendum and the vote of the people was 10,571 in favor and 3,287 opposed. By an act approved March 21, 1901, provision was made for this convention and on November 4, 1902, the delegates to it were elected.

Between the day of election and the convening of the constitutional convention upon December 2d, there was much discussion pertaining to the presidency of that body. The names most frequently mentioned were General Frank S. Streeter, of Concord; Judge David Cross, of Manchester, then in his 86th year; and Judge Edgar A. Aldrich, of Littleton, and while not candidates in the usual acceptance of the term, the rivalry was carried to the floor of the convention.

The delegates were called to order by Judge Blodgett, of Franklin. On motion of James F. Briggs, of Manchester, Henry O. Kent, of Lancaster, was chosen temporary president and escorted to the platform by Mr. Briggs and Mr. Sanborn, of Franklin.

James E. Dodge, of Manchester, was chosen temporary secretary. A committee on credentials was appointed, of which S. S. Jewett, of Laconia, was chairman. After a report from this committee had been adopted, the convention proceeded to the election of president. Mr. Aldrich received 31 votes, Mr. Cross 127 and Mr. Streeter 240. In the choice of secretary, there was also a triangular contest in which George W. Fowler had 58 votes, James R. Jackson 93 and Thomas H. Madigan, Jr., 231. Henry M. Baker was made chairman of a committee of 10 upon "Rules and Procedure."

The membership, numbering 413, was greatly in excess of those previously assembled. Out of this large number only 23 had sat in a previous convention: Six, James F. Briggs, George C. Gilmore, John W. Sanborn, Benjamin A. Kimball, Isaac N. Blodgett, and Dudley E. Colman, in both the conventions of 1876 and 1889; five others, William E. Chandler, E. B. S. Sanborn, Abijah Hollis, John S. H. Frink and James O. Lyford, in that of 1876; and twelve others, David Cross, C. A. Dole, R. W. Pillsbury, E. P. Thompson, A. A. Woolson, H. F. Newell, C. C. Craig, Rufus Wilkinson, Burnham Hanson, John H. Dolbeer, William W. Emery and Willis G. Buxton in that of 1889. There were over four score lawyers and half that number who had seen service in the State Senate or were later members.

Among the members of distinction were a former United States Senator and one later to be so honored, William E. Chandler and Irving W. Drew; a past and future Congressman, Henry M. Baker and Edward

H. Wason; a former Governor, John B. Smith; a Federal judge and his successor, Edgar Aldrich and George F. Morris; a retired chief justice, Isaac N. Blodgett; a member of the Supreme Court, Reuben E. Walker, and a future justice of the Superior Court, John M. Mitchell.

Size of the Legislature—While New Hampshire has the distinction of having the first written constitution, she has the further honor, among the sisterhood of States, of having produced the most unique constitution. The particular feature, in which the variance is the most marked, is that of the popular branch of legislation. For some years past, the membership of the House of Representatives has been approximately 400 members. This number is only exceeded by our National House of Representatives which now has 435 members, and by two or three legislative bodies in other lands.

In the many conventions called to revise the Constitution, the subject that has caused the greatest consideration has been the size of the House of Representatives. This is particularly true of the convention of 1902. More time was consumed in the discussion of this matter than in all other questions coming before the convention. Early in the debate it became apparent that the system, so popular in the past, of having a large House, would be continued. A vote of the convention upon the proposition that the membership of the House should not exceed 100 was defeated by the overwhelming vote of 12 to 352.

The concensus of opinion was that under the then prevailing conditions, the number of members should be fixed at approximately 300, and that, so far as possible, those figures be made permanent.

How to secure and carry out these ideas became the question upon which the convention broke. The representatives of the cities contended that it could only be accomplished by dividing the State into representative districts of substantially equal size. The country members believed that the important thing is to preserve inviolate the town system of representation, that had obtained since the establishment of the State, and that under the town system, the membership can likewise be made permanent at 300. There were some 20 different propositions submitted, nearly all providing for a House of Representatives of 300 members.

The two central propositions were those introduced by Mr. Lyford, establishing the district system with a membership of 300, and that by Jesse M. Barton, of Newport, of the town system providing each town or ward, having a population of 600, be entitled to one representative, and a town or ward, with a population of 2,600, be entitled to two, making 2,000 the mean increasing ratio.

In making up the report in the Committee of the Whole, 20 divisions were taken; 135 favored the district system and 245 the town system. On the proposition of a House of 300 members, the vote stood 322 to 12.

Six hundred inhabitants required for the number was agreed to by a vote of 223 to 131. The mean increasing number for additional representatives shall be such a number as will provide a House of Representatives of not less than 280 members, nor more than 300, was accepted in the convention and then referred to the Committee on Legislative Department. The majority report of that committee was adopted and became the ninth proposition to be submitted to the people. By a vote of 20,295 to 13,069 the amendment, lacking the necessary two-thirds, was defeated. An inspection of the vote of the people discloses that it was in the small towns and some of the large city wards, that the amendment met its Waterloo.

In the early days of the convention, Edward H. Everett, of Nashua, introduced a resolution entitled "A Resolution to Take God out of the Constitution." Mr. Everett was permitted to speak at great length in advocacy of atheistic doctrines. While quite a fluent speaker, his address apparently made no impression upon the convention, and at once his resolution was thrown into discard.

The first resolution introduced, pertaining to amending the Constitution, was one by Mr. Holman of Hillsborough, giving the Legislature authority to tax the estates of deceased persons. Mr. Norris, of Portsmouth, Mr. Chandler, of Concord, and Mr. Ham, of Portsmouth, introduced somewhat similar resolutions that were all referred to the Committee on Legislative Department. Judge Mitchell, in behalf of the committee, reported out a bill, embracing the best features of these resolutions, that was accepted, and with a verbal change by Senator Chandler, was passed, and being ratified by the people, became a part of the Constitution. The popular demand for additional sources of taxation was one of the reasons leading to the calling of this convention.

Educational Qualification—Mr. Edgerly, of Somersworth, presented a resolution that the Constitution be amended by adding at the end of Article Eleven of the Bill of Rights the following:

"But no person shall have the right to vote, or be eligible to hold office under the constitution of this State, who shall not be able to read the constitution in the English language, and write his name; provided, however, that the provision shall not apply to any person prevented by a physical disability from complying with its requisitions, nor to any person who now has the right to vote, nor to any person who shall be sixty years of age or upwards on the first day of January, A. D. 1904."

While this proposal had not previously been demanded or even considered, it struck a popular chord, both in the convention and with the people, and its passage was easily accomplished.

Woman's Suffrage—While suffrage has been extended by the Nineteenth Amendment to the Federal Constitution, to include women, and

the question removed from the domain of State authority, the attitude of our representative men twenty-five years ago may be of some historic interest. Early in the convention, Mr. Thompson, of Warner, presented a request, from the Woman's Suffrage Association of New Hampshire, to be granted a hearing upon the question of universal suffrage. This was readily accorded them. Several fine addresses were delivered, the most impressive being by Carrie Chapman Catt, then president of the National Woman's Suffrage Association.

Mr. Thompson offered the following proposed amendment to the Constitution:

Resolved, That the word "Male" be stricken from article twenty-seven, part second of the Constitution.

Judge Aldrich presented a substitute:

The Legislature is authorized to submit to the people the question whether suffrage shall be conferred upon women, and whenever, upon such submission, two-thirds of the legal voters and two-thirds of the native born and naturalized women of the State above twenty-one years of age shall have voted in the affirmative upon such question, then any subsequent Legislature may confer full suffrage upon women.

The resolution of Mr. Thompson was adopted in the convention by a vote of 143 to 94. Later upon motion of Mr. Pillsbury, the convention refused to reconsider this action by a vote of 177 to 186 nays. The proposition was rejected by the people, by an adverse majority of more than 8,000.

Elimination of "Protestant"—Notwithstanding the disapproval by an emphatic vote of the people, of the proposal by the last convention, to amend Article Six of the Bill of Rights, making the same non-sectarian, there were three propositions presented in this convention quite similar in import. These resolutions were severally introduced by Mr. Baker, of Bow, Mr. Niles, of Concord, and Mr. Colby, of Hanover, and adopted after some discussion but rejected by the people.

Permanency of Courts—Among the many able and interesting discussions of this convention was that upon the resolutions, introduced by Mr. Niles, of Concord, and Mr. Stone, of Andover, to the effect that the Supreme and Superior courts, as then established by law, be made permanent. These resolutions were referred to the committee on the judiciary department, that subsequently, through Judge Blodgett and Mr. Little, recommended that the resolution of Mr. Niles be adopted.

Mr. Blodgett, the chairman, being ill, the defense of the committee's report fell upon Mr. Little who, with Mr. Niles and Mr. Daley, of Berlin, made an aggressive fight for the resolution and report, but were overwhelmed by the fierce attack made by Messrs. Kent, Mitchell, Briggs Baker, Hamblett, Edgerly, Howe, and Harriman.

In support of the resolution attention was called to the fact that, within the past fifty years, the courts had been overturned four times, three occasioned by change in party ascendency; that of 1855 by the American or Know Nothings, 1874 by the Democrats, and 1876 by the Republicans, and again two years before, when the dual court system was established. It was contended that the State courts should have the same stability possessed by the Supreme Court of the United States, that admittedly has been such a potent force in the establishment and development of our system of government; that the State Bar Association had unanimously approved such permanency for our courts; that in both the party platforms, a plank had been inserted declaring for such constitutional amendment.

The prominent men in opposition were not impressed by party declaration or recommendation of the Bar Association, and were not appalled by any political menace, but insisted that the right to regulate through legislature enactment the establishment of the court, should not be taken from the people; that the dual court had not been sufficiently tried to warrant a conclusion of permanent satisfaction, and that there was not sufficient reason for departure from the principles first laid down in the Constitution.

Free Transportation—Senator Chandler and Mr. Starr, of Manchester, introduced similar resolutions authorizing and directing the general court to enact statutes which shall prevent the giving or issuing of railroad passes, except to actual railroad officials or employees, and poor persons in misfortune. While the resolutions sought the restriction of free transportation, Mr. Rogers, of Tilton, presented an amendment requiring the steam railroads of the State to furnish free transportation over all their lines within the State to certain officers including members of the General Court.

Mr. Leach offered a substitute "that the committee rise and report to the convention, with a recommendation that the Legislature consider the subject of free passes and enact such legislation, if any, as the public good requires." The substitute was agreed to by a vote of 101 to 97. In the convention, a roll call upon Mr. Leach's substitution was had, resulting 221 yeas to 101 nays.

Exempting Property from Taxation—A third new proposition provoking much discussion was an amendment by Mr. Leach "That no city or town shall hereafter have authority to vote to exempt from taxation any property used for the purpose of profit or gain."

Plurality Elections—Mr. Baker submitted the following amendment:

"In all elections of State, county, municipal and town officers by the people of this State, the person having the highest number of votes shall be deemed and declared to be elected."

The matter, coming up for final action in the hurry of the closing days of the convention, received but scant attention. Mr. Baker spoke briefly in support of his proposition. Mr. Jones, of Manchester, and Mr. Jewett were very emphatic in their opposition and a motion of the latter, "that the whole matter be indefinitely postponed," was carried by a vote of 141 to 89.

Electing County Officers—The methods of selecting certain State and county officers presented divergent views, and sharp conflicts ensued. In this convention, Mr. Gilmore presented a proposition that the Secretary of State, State Treasurer, Commissary General and Railroad Commissioners be elected by the people. This was sent to the Committee on Legislative Department which reported "Inexpedient to act upon the subject." Mr. Gilmore supported this amendment in a short speech and was opposed emphatically by S. W. Emery, of Portsmouth. Mr. Gilmore having withdrawn all except the election of Railroad Commissioners, on roll call the report of the committee was sustained by a vote of 151 to 112.

Propositions looking to the return of the system of appointment, rather than election of sheriff and county solicitor, were made. That of the appointment of sheriff had but little support. To have the solicitor appointed, received a favorable report from the Committee on Judiciary Department. The committee would have the appointment by the court, rather than the Governor.

What the Convention Did—Altogether the convention considered 70 amendments to the State Constitution, and voted to submit 10 of them to popular vote. This was done in March, 1903, and four amendments were accepted and six rejected.

The only changes in the Constitution which went into effect were those providing for an educational qualification for voting, examination of military officers before their appointment, extension of the taxing power of the Legislature and giving power to the Legislature to regulate trusts and combinations in trade.

Bachelder Defeats Hollis, 1902—The Democratic Convention in 1902 nominated Henry F. Hollis, of Concord, for Governor, who had run for Congress the previous campaign. Mr. Hollis made a speaking campaign through the State and for the first time became especially prominent in the Democratic party. Eleven years later he was elected the first Democratic Senator from this State since the Civil War.

The vote for Governor in 1902 was as follows: N. J. Bachelder, Republican, 42,115; Henry F. Hollis, Democrat, 33,844; John C. Berry, Prohibition, 1,621; Michael H. O'Neil, Socialist, 1,057; Alonzo Elliott, Independent, 468; George Howie, People's, 57; scattering, 11.

Congressman Sulloway was reëlected in the First District 22,491 against 15,218 for Albert S. Langley. In the Second District Frank D. Currier, former speaker of the House of Representatives, was elected Congressman with 22,138 against 14,986 for George E. Bales, of Wilton, Democratic candidate.

Nahum J. Bachelder—Nahum Josiah Bachelder was born September 3, 1854, on the old Bachelder homestead at East Andover. This property, which was cleared from the wilderness by his ancestor, Captain Josiah Bachelder, is now in the ownership of Mr. Bachelder, and is known as "Highland Farm." The location is about a mile from the railroad station at East Andover, and is one of the most beautiful in Merrimack County, overlooking the silvery waters of Highland Lake, and commanding a delightful view in many directions, embracing some magnificent mountain scenery in which Kearsarge, Ragged, Monadnock, and Ossipee mountains are prominent features. The farm originally contained 250 acres, but has been increased by recently purchased additions to 800 acres. The residence is a typical New England farm house.

Mr. Bachelder was educated in the public schools, at Franklin Academy, and at the New Hampton Institute. After a short experience in teaching he applied himself energetically to practical agriculture. He was for a time quite extensively engaged in market gardening. Subsequently he gave his attention to choice dairying, and with much success, supplying some of the leading hotels in the State with "gilt edge" butter. He identified himself with the Patrons of Husbandry early in its history in New Hampshire, was for four years master of the local Grange, and for eight years secretary of the State Grange, until elected master in 1891, and served twelve years in that position. As secretary he accomplished great progress, and as master carried forward the work with unprecedented success. He was the charter lecturer of Merrimack County Pomona Grange, and secretary of the New Hampshire Grange State Fair Association from its organization in 1886, with the exception of one year, until January, 1896, when he declined a reëlection. In November, 1905, Mr. Bachelder was elected master of the National Grange.

As secretary of the Board of Agriculture, he did much to bring about the re-occupation of abandoned farms of the State, and as a member of the State Cattle Commission was active and alert in checking the inroads of disease. In December, 1907, he was appointed a trustee of the State College at Durham. Mr. Bachelder was a persistent and efficient advocate of good roads, and it was with pleasure he witnessed the enactment by the Legislature of 1905 of an act appropriating annually $125,000 for six years. A large majority of the cities and towns of the State at once voted to accept the aid proffered under this act. Mr. Bachelder

COLONEL WINSTON CHURCHILL

was elected Governor in November, 1902. During his administration as Governor extensive improvements were made at the State Agricultural College by which the attendance was doubled.

Mr. Bachelder was a brother-in-law of Henry M. Putney. In 1927 he was the oldest living ex-Governor.

Legislature of 1903—In the session of 1903 the liquor question was the paramount issue. The school for feeble minded children, now known as Laconia State School, was given a large appropriation and a bill was passed to provide for State care for the indigent insane. A State armory was built at Manchester and it was intended to build a State sanatorium for consumptives, but after the bill had passed the Legislature, Governor Bachelder vetoed it.

The Legislature organized with Charles W. Hoitt, of Nashua, as president of the Senate and Harry M. Cheney, then of Lebanon and now of Concord, as speaker of the House. Mr. Cheney was a nephew of Person C. Cheney, former Governor, and a son of Elias H. Cheney, of Lebanon, who at that time was United States consul at Curacao in the West Indies. Among the prominent members of that Legislature were Calvin Page, of Portsmouth; Frederick E. Small, of Rochester; Charles B. Hoyt, of Sandwich; John A. Edgerly, of Tuftonborough; Dr. Edgar O. Crossman, now of Manchester; Frank W. Hamlin, of Charlestown; Colonel John A. Sheehan, of Manchester; James E. French, of Moultonborough; John B. Cavanaugh, of Manchester; Arthur G. Whittemore, of Dover; and Colonel Winston Churchill, of Cornish.

Winston Churchill—Colonel Churchill was one of the best known writers of fiction who ever resided in New Hampshire. He sought during the legislative session to have the State represented at the St. Louis exposition in order to advertise the scenic beauties of New Hampshire. He was born in St. Louis November 11, 1871, which accounted in part for his interest in the St. Louis world's fair. He was educated in that city and at the naval academy in Annapolis, from which he graduated in 1894. He became one of the editors of the "Army and Navy Journal" and then managing editor of the "Cosmopolitan" magazine. After that he devoted himself to the writing of novels, some of which are among America's most widely read books. Later, during the split in the Republican party, he was a leader in the Progressive party and was its candidate for Governor. He was closely associated politically with Robert P. Bass.

Colonel Churchill's beautiful estate in Cornish was the summer capitol of the United States during part of the administration of President Woodrow Wilson.

College at Durham—In 1903 New Hampshire College was being firmly established at Durham, whence it had been removed from Han-

over. Dr. Charles S. Murkland resigned in the spring as president of the college, a position which he had held for ten years, and William D. Gibbs was elected August 1, to take his place. President Gibbs was a native of Illinois and in 1901 he had come to New Hampshire College as professor of agriculture and director of the experiment station. He was then thirty-four years old. The dean of the college was Charles H. Pattee, a native of Manchester and a graduate of Dartmouth College in the class of 1874. He became associated with New Hampshire College when it was located at Hanover and became professor of mathematics and civil engineering in 1877. Ten years later he was made dean and has continued in that position ever since.

Local Option License Law, 1903—The paramount local issue in politics in 1902 and at several previous elections was the regulation of the liquor traffic. The State had been a prohibitory State for nearly half a century. But in 1903 the policy was changed and a local option license law was enacted. It was not until fourteen years later that the State returned to prohibition. A résumé of liquor legislation from the earliest times is here given.

History of Liquor Legislation—The first legislative assembly met in March, 1680, and enacted in reference to liquor as follows: "Be it also enacted that no ordinary or innkeeper suffer any servants or children under family government to buy or to sit drinking of any liquor, wine or other drink, in their houses or where they have to do or spend their time there, without the leave of the parents or masters, unless it be in case of necessity, on paying of ten shillings forfeiture for every offense, one half to the informer and the other half to the poor of the town."

In 1692 a tax was imposed upon imported liquors in the following enactment: "There shall be paid by the importer of all wines and liquors that shall be imported into this province over the sea the rates hereafter mentioned, to the treasurer or other officer appointed to receive the same."

In 1715 an Act was passed for inspecting and suppressing disorders in licensed houses. A little later an Act was passed "to prevent nurseries of vice and debauchery." This was to the effect that "there shall be a limitation of taverns or ale houses within the restricted towns or parishes within the province," and then the number is specified that might be open in the various towns, the town of Portsmouth to have six, Hampton three, Dover three, etc.

In 1722 it was enacted "that if any person or persons shall presume to keep a tavern, inn, house of common entertainment, or to sell by retail any wine, beer, ale, cider, or any strong drink or spirit, without license first had and obtained for the same, as the law directs, such person or persons, upon conviction or confession thereof before one or more of His Majesty's Justices of the Peace, shall forfeit and pay the sum of five

EAGLE HOTEL

SUNAPEE LAKE FROM GARNET HILL.
MT. SUNAPEE IN THE DISTANCE

pounds and costs of prosecution for every such offense, the one moiety thereof to the informer and the other moiety thereof towards the support of this His Majesty's government."

In 1753 it was enacted that the licensing authority should grant as many tavern keepers' licenses in each town or parish as they shall judge convenient, this statute to be in effect for a period of five years. This provision was renewed for a number of periods.

In 1778 an Act was passed repealing most of the prior enactments, and providing for a somewhat elaborate license system, with restrictions and regulations. This license system continued with various modifications, amendments, and experiments, trying to correct the evils and suppress the drunkenness and disorder resulting from the sale and use of intoxicating liquors, until 1847.

In 1847 it was claimed that there was a popular demand for a change of policy in dealing with the liquor traffic. The State had been under license for many years. The people were becoming alarmed at the amount of drunkenness and its attendant evils. But the Legislature would not assume that they understood the real sentiment of the people by simply listening to the clamoring of isolated individuals.

Prohibition Adopted, 1855—The question was submitted to popular vote. This vote, taken in March, 1848, recorded 12,174 for a prohibitory law and 5,720 against it. Accordingly when the Legislature assembled in June, 1848, numerous petitions were sent in asking for this prohibitory law in accordance with the popular vote in March. The House of Representatives passed a bill but it was defeated in the Senate by adding a local option amendment in which the House refused to concur.

In 1849 the Legislature was overwhelmed with petitions again praying for the passage of a prohibitory law according to the popular vote of the previous year, but instead of prohibition, some rigid amendments were made to the existing license law. The enemies of this more stringent license bill resorted to various methods of filibustering to defeat it. Twenty amendments to an amendment were offered and in turn refused. Motions to indefinitely postpone and to adjourn the House had to be defeated.

But it was only a half way measure and did not satisfy the popular demand. The will of the people had been expressed and it must prevail. That will was intensified by the growing need of prohibition in consequence of the utter failure of license to suppress the rising tide of drunkenness.

Consequently the New Hampshire prohibitory law was enacted in 1855. And this prohibitory law of 1855 continued until 1903, when the local option license law was enacted.

Excise Commission—The excise commission was established by the Legislature in 1903, when local option was substituted for prohibition in

the regulation of the liquor traffic and was called the license commission. In 1913 and again in 1915 the commission was reorganized, and in 1915 the name changed to excise commission. The following is a list of the commissioners from the beginning, with the residence of each and the term served:

Cyrus H. Little, Manchester	1903–13
Henry W. Keyes, Haverhill	1903–13, 15–16
John Kivel, Dover	1903–13
Edmund Sullivan, Berlin	1913–15
William J. Britton, Wolfeboro	1913–15
Augustus A. E. Brien, Manchester	1913–15
Robert Jackson, Concord	1915–17
Frank W. Ordway, Milford	1915–17
Dwight Hall, Dover	1916–17

Local option gave way again to prohibition in 1917.

Political Campaign of 1904—The Republican State Convention of 1904 met at Concord May 17, with Rufus N. Elwell, of Exeter, as chairman. The delegates to the national convention who supported President Roosevelt were Senator Jacob H. Gallinger, Senator Henry E. Burnham, Sumner Wallace, of Rochester, and Daniel C. Remich, of Littleton. The district delegates were Rosecrans W. Pillsbury, of Londonderry; Edwin C. Bean, of Belmont; Bertram Ellis, of Keene; and Winston Churchill, of Cornish. Frank S. Streeter was elected member of the Republican National Committee. The officers of the Republican State Committee were Jacob H. Gallinger, chairman; Thomas F. Clifford, of Franklin, secretary; and William F. Thayer, of Concord, treasurer. Another State convention was held at Concord September 20 with Judge James W. Remick, of Concord, as president. President John McLane of the State Senate was nominated for Governor and Congressman Cyrus A. Sulloway and Frank D. Currier were renominated without opposition.

The Democratic State Convention met at Concord April 27 with Patrick H. Sullivan, of Manchester, as president. The delegates to the national convention were John M. Mitchell, of Concord; True L. Norris, of Portsmouth, who was also Democratic National Committeeman; Jeremiah J. Doyle, of Nashua; and Joseph P. Chatel, of Manchester. The district delegates were Nathaniel E. Martin, of Concord; Manassah Perkins, of Jefferson; Joseph Warren, of Rochester; and John J. McGovern, of Manchester. At the fall convention in Concord September 17, Oliver E. Branch, of Manchester, was president and the platform advocated a 58-hour law for women and children employed in manufacturing establishments. A bill for a 58-hour law had been passed by the 1903 Legislature through the House of Representatives, but it was killed in the Senate. The Democratic State Committee organized with Thomas H. Madigan, chairman; John P. Bartlett, of Manchester, secretary; and Franklin P. Kellom, of Winchester, treasurer. Henry F. Hollis was again nominated

for Governor and the congressional candidates were Napoleon J. Dyer, of Laconia, and Harry W. Daniell, of Franklin.

The Roosevelt victory at the election swept all the Republican candidates in by large majorities. For Governor, McLane had 51,171, Hollis had 35,437; David Heald, of Milford, Prohibition, had 857; Sumner F. Claflin, of Manchester, Socialist, had 943; and George Howie, of Manchester, People's candidate, had 58. In the First Congressional District Sulloway was reëlected with 25,364 against 16,866 for Dyer and in the second district Congressman Currier had 26,748 and Mr. Daniell had 16,462. The Republicans also elected a large majority of the Legislature and among the councilors elected was Charles M. Floyd, of Manchester, who later became Governor, and Charles H. Greenleaf, of Franconia, who was Mr. Floyd's opponent for Governor at the next Republican convention.

Election of President Roosevelt, 1904—At the presidential election of 1904 there was no opposition in the State to the nomination of Vice-President Roosevelt on the Republican ticket and the State's delegation to the Republican National Convention was unanimously in favor of him. The Democrats supported Alton B. Parker, of New York, but they were unable to win back into the Democratic party the large number of Gold Democrats who had left the party upon the nomination of Bryan in 1896.

Parker polled an even smaller vote in New Hampshire than Bryan had, as he did in the country at large, and Roosevelt had practically the same vote that McKinley received at the two previous elections. One of the electors was former Governor Frank W. Rollins.

Electoral Vote:	Total vote	N. H. vote
President—Theodore Roosevelt, Republican	336	4
Alton B. Parker, Democrat	140	
Vice President—Charles W. Fairbanks, Republican	336	4
Henry G. Davis, Democrat	140	

Popular Vote:	Total vote	N. H. vote
Roosevelt and Fairbanks, Rep	7,628,856	54,163
Parker and Davis, Dem.	5,081,200	34,074
Debs and Hanford, Soc.	402,774	1,090
Swallow and Carroll, Prob.	259,025	750
Watson and Tibbles, People's	114,129	82
Scattering	38,810	1

ELECTORS—Herman F. Straw, Frank W. Rollins, Charles S. Collins, Albert Bachelder.

John McLane—Governor John McLane was a Scotchman by birth and a native of Lenoxtown. On February 27, 1852, his parents emigrated to America, when he was two years old, and settled in Manchester, where he was educated and became a cabinet maker.

At the age of twenty-four he went to Milford and organized a factory for the manufacture of postoffice furniture and equipment. Up to that

time postoffices were not equipped with any particular system and Mr. McLane bought up what patents there were outstanding and got up some new ones for the construction of substantial and artistic postoffice boxes, drawers, cabinets, files, etc. In the course of years the McLane Manufacturing Company became the principal producer of these commodities in the United States and employed more than 100 skilled cabinet makers in their manufacture. It was one of the most unusual and successful industries in the State.

Mr. McLane also organized and established the Milford Granite Company and was president of the Souhegan National Bank of Milford and a director of the New Hampshire Fire Insurance Company of Manchester. He married, in 1880, Miss Ellen L. Tuck, who was a teacher in the Nashua high school. She was afterward president of the Milford Women's Club and a member of the board of managers in the Pan-American Exposition in Buffalo in 1901. One of their children was John R. McLane, an attorney in Manchester, and another was Captain Clinton A. McLane, who served in the World War.

Governor McLane was prominent in the Masonic fraternity and in 1898 was Grand Master of the Grand Lodge of New Hampshire. He went to the Legislature in 1885 and was reëlected in 1887 and was a candidate for speaker, but was defeated. Four years later, however, in 1891, he was elected to the Senate and became president of the Senate after a contest with former Congressman Henry M. Baker. The next session he was reëlected president of the Senate, the first man in more than fifty years who had secured two elections to that office. He was prominent in the Republican State Committee and in 1900 was a delegate to the Republican National Convention at Philadelphia and was one of the first men in New Hampshire to advocate the nomination of Theodore Roosevelt for vice-President.

Grover Cleveland, Summer Resident—In 1904 and for several years thereafter former President Grover Cleveland had a summer home at Sandwich, about 25 miles south of Mount Washington and 14 miles north of Lake Winnipesaukee. He lived in a farm house that was built in 1799, 11 miles from the nearest railway station at West Ossipee, and many distinguished people from all parts of the United States visited the former President while he enjoyed fishing and resting at this retreat.

Treaty of Portsmouth, 1905—Early in 1905 those great nations, Russia and Japan, worn and weary with the war that was draining their life-blood, accepted President Roosevelt's suggestion that their accredited ambassadors meet in the United States for the consideration of terms of peace. It was at once apparent that the summer climate of Washington, the National capital, made that city impossible as the seat of the conference.

RUSSIAN-JAPANESE PEACE CONFERENCE BUILDING, PORTSMOUTH

PARK SHOWING GEN. PORTER MEMORIAL, PORTSMOUTH

Governor McLane, as the chief executive of the State, acted with prompt efficiency and keen appreciation of the situation which brought to New Hampshire great benefit and fame.

Through the Russian and Japanese embassies at Washington official invitations were extended to their respective governments, on June 22, 1905, by Governor McLane, to conduct their peace negotiations wherever within the boundaries of New Hampshire the conditions of access, environment, entertainment and climate should be considered most suitable for the purposes in view.

After careful investigation it was announced through the State department, on July 10, that New Hampshire's invitation had been accepted, and that its most historic city, Portsmouth, had been fittingly selected as the scene of a conference whose outcome would affect the whole world. its history and geography.

On Tuesday, August 8, Governor McLane, accompanied by his council and staff, and the State congressional delegation, formally received the plenipotentiaries and their suites in the courthouse at Portsmouth, and extended to them New Hampshire's welcome.

The following day saw the beginning of the peace negotiations, which were conducted on federal government territory in the stores building at the United States navy yard in Portsmouth Harbor; and which culminated on Tuesday, September 5, in the signing of the Treaty of Portsmouth.

During the month that intervened the eyes of the world were centered on Portsmouth, on the island in its harbor where dignified and worthy representatives of great powers sat in solemn conference, and on the great hotel in the Newcastle suburb where the remaining hours of day and night were variously spent.

Governor McLane was present in person at Portsmouth during much of the time spent in the deliberations which consummated in peace. He himself gave unstintingly to doing all that lay in his power or in that of his State to promote the comfort and convenience of the peace commissioners and to further their great object.

That attained, he planned for the participants in that historic gathering a flying trip through New Hampshire which would have shown them her most celebrated scenes of natural beauty and chief centers of administration and industry.

This trip was looked forward to with most pleasurable anticipations by those for whom it was planned, but unfortunately the ambassadors were summoned home by their respective governments immediately following the signing of the treaty; so that no time was allowed them for the rest and recreation which Governor McLane, in behalf of the State, offered them.

So favorably, however, had the peace embassies been impressed with the endeavors to make them comfortable and to expedite their mission, that soon after their departure from New Hampshire their respective governments asked the State to receive from them gifts of $10,000 each, to be expended upon its charities and philanthropies at the discretion of the Governor. These gifts now constitute a fund, the income from which is expended annually in accordance with the wishes of its donors. Since the Russian Revolution in 1918, however, the bonds of that country have been in default, and there has been no income except from the Japanese bonds.

National Forest Reserve—Much was done by Governor McLane, and during his administration, to preserve and make accessible those natural beauties of New Hampshire to which reference has been made and of which the whole State is so proud.

A bill creating a national forest reserve to include our Presidential Range and some other parts of the White Mountain territory had been introduced in Congress some time before.

Strong support Governor McLane furnished by going to Washington at the head of a distinguished and representative New England delegation; there joining forces with Governor Glenn, of North Carolina, and others interested through the inclusion of the Southern Appalachians in the bill; appearing before Congressional committees in its favor; and imparting knowledge and creating sentiment which resulted in the passage of the bill by the Senate.

"Preserve the forests and improve the roads" have been the watchwords of progress in New Hampshire of recent years. In the line of good roads his administration saw the inauguration of a policy which, in the six-year period set for it, expended $750,000 from the State treasury, partly in construction and maintenance of State roads along the seacoast and in the mountains, and partly in the aid of cities and towns in the permanent improvement of main highways.

The act of the Legislature of 1905 establishing this policy and making the necessary appropriations for carrying it into effect placed the direction of its operations and the responsibility for its success in the hands of the Governor and council. The difficulties attending the inauguration of such an enterprise were overcome, and visitors to New Hampshire began to notice and thankfully comment upon the improvement in Granite State roads.

On Saturday, June 30, 1906, at Camden, New Jersey, the Governor and his party witnessed the launching of the magnificent battleship, "New Hampshire," his daughter, Miss Hazel McLane, christening the great fighting machine which fittingly represented our Granite State in the Nation's navy.

Henderson's Point Blown Up, 1905—July 22, 1905, one of the greatest of engineering feats was carried out at the Portsmouth navy yard, when Henderson's Point was blown up at a contract price of $749,000, by the Massachusetts Construction Company. The work began in August, 1902, and continued night and day until the final blast. Over 50 tons of dynamite were exploded in 200 or more holes under the standing rock forming the cofferdam, after 500,000 tons of rock had been blasted and removed, nearly all of it below high water mark. The explosion lifted 70,000 tons or 45,000 yards of rock and was caused by three distinct circuits. Thousands of people viewed the spectacle while many left the city and surrounding towns, remaining away until the explosion had taken place, being fearful of the consequence. By an irony of fate the worst accident in the history of the former Portsmouth Electric Railway occurred late in the afternoon, on that day, and a number of people who had sought safety from the explosion out of town were seriously injured.

Isaac N. Blodgett—Isaac N. Blodgett, ex-chief justice of the Supreme Court of New Hampshire, died at his home in Franklin, November 27, 1905.

Judge Blodgett was a native of Canaan, a son of Caleb Blodgett, a prominent citizen of that town, born March 6, 1838. He was educated in the public schools and at Canaan Academy, read law with William P. Weeks, of Canaan, and Anson S. Marshall, of Concord; was admitted to the bar in 1860, and commenced practice in his native town, removing thence to Franklin in 1867, when he formed a partnership with Austin F. Pike, which continued until 1878. In 1880 he was appointed an associate justice of the Supreme Judicial Court, and was promoted to the chief justiceship in August, 1898, holding the position until the reorganization of 1901, when he was made chief justice of the new Supreme Court, resigning the position in the fall of 1902.

In politics Judge Blodgett was a Democrat. He represented Franklin in the Legislature in 1871, 1873, 1874 and 1878, and was a member of the State Senate in 1879 and 1880. He also served in the Constitutional Conventions of 1876, 1889, and 1902. In 1876 and 1877 he was chairman of the Democratic State Committee. In the fall of 1902, soon after his resignation from the bench, he was elected mayor of Franklin by a substantially unanimous vote, and was reëlected for the ensuing year. He was president of the board of trustees of the New Hampshire Orphans' Home, and of the Franklin Savings Bank.

Professor Christopher C. Langdell—Christopher Columbus Langdell, Dane professor of law, emeritus, in Harvard University, died at his home in Cambridge, Massachusetts, July 6, 1906.

Professor Langdell was born in New Boston, May 22, 1826. He fitted for college and entered Harvard in 1848, but remained only a year, leav-

ing to engage in teaching. Subsequently he returned and entered the law school, from which he graduated in 1853, having in the meantime served as assistant librarian and assisted Professor Parsons in the preparation of his notes for his famous work on "Contracts." After graduation he located, in practice, in New York, where he attained great success, remaining until 1870, when he was chosen Dane professor in the law school to succeed Professor Story, who had just resigned, and a short time later was made the first dean of the faculty. He immediately set to work to revolutionize the entire system of law teaching, discarding the use of text books, illustrated by oral lectures, and established the system of teaching law by adjudicated cases. He adopted the inductive method of reasoning from cases, and made up his own compends and analyses of case law, many of which have been published, such as selections of cases on the Law of Contracts, on Sales, in Equity pleading, and so on. The value of his method was doubted for a time; but eventually came to be admitted, and it has since been adopted in the Columbia and many other great law schools of the country.

Republican Convention of 1906—The Republican State Convention, which met at Concord September 19, 1906, was the most famous political convention in the history of New Hampshire. It was a "battle royal" between the different factions in the Republican party and more than any other one thing, it was the cause of the enactment of the direct primary law of 1909.

The campaign began months before the convention. The Boston & Maine Railroad "machine" put forward as a candidate for Governor, former State Senator Charles H. Greenleaf, who had aspired for the nomination when Governor Jordan was selected, but had withdrawn. Colonel Greenleaf was a wealthy hotel proprietor in Boston. The "anti-machine" candidate was Rosecrans W. Pillsbury, of Londonderry, who had just bought "The Manchester Union" from Gordan Woodbury and changed it over into a Republican newspaper.

Charles M. Floyd, a Manchester clothier and one of Governor McLane's council, started in as a second-string candidate of the "machine" and developed surprising strength. The "Lincoln Republicans" or "reformers" backed Colonel Winston Churchill, the author. There was supposed to be a trade between the Pillsbury and Churchill forces that if one did not win, the two would unite on the stronger.

Balloting lasted all day. On some of the ballots more votes were cast than there were delegates entitled to sit. Credentials were bartered like shares of stock and pandemonium reigned in and around the convention hall. The ballots were as follows:

	1	2	3	4	5	6	7	8	9
Floyd	200	207	207	209	208	216	220	268	408
Churchill	157	159	163	161	175	193	235	299	335

	1	2	3	4	5	6	7	8	9
Greenleaf	232	230	238	238	246	239	246	243	55
Pillsbury	204	210	206	198	183	149	106	1	0
Chandler	0	0	0	0	0	1	0	0	0
Eastman	0	0	0	0	1	0	0	0	0
Kennett	0	0	2	0	3	0	0	0	0
Gale	13	0	0	0	0	0	0	0	1
Quimby	1	1	0	0	0	0	0	0	0
	807	807	816	806	816	798	807	811	799

During the progress of the sixth ballot R. W. Pillsbury withdrew from the contest and asked his supporters "to stand by my old schoolfellow, Charles M. Floyd." Ballots No. 3, No. 5, and No. 8 were declared illegal and void, there being more votes cast than there were delegates in the convention, the third ballot showing 816, the fifth 816 and the eighth 811. The number of delegates legally entitled to vote in the convention was 807.

At the Democratic convention Nathan C. Jameson, of Antrim, was nominated for Governor. Mr. Jameson was the father of John B. Jameson, who afterward became prominent in the Democratic party and was the candidate for United States Senator in 1918. Mr. Jameson, Sr., was the most prominent citizen of his town and his vote was so large that there was no choice by the people. The popular vote was as follows:

Charles M. Floyd, Republican	40,581
Nathan C. Jameson, Democrat	37,672
Edmond B. Tetley, Prohibition	2,212
William H. McFall, Socialist	1,011
Winston Churchill	30
Scattering	7

A recount was held after the election to determine whether or not the minor candidates had received sufficient votes to entitle them to party standing.

There being no choice of Governor by the people, the election was made by the Legislature on January 2, 1907, in which Mr. Floyd received 263 votes, Mr. Jameson 144.

Congressmen Returned, 1906—The row at the Republican State Convention did not jeopardize the positions of the Republican Congressmen. Representative Sulloway was reëlected over Charles A. Morse, of Newmarket, Democrat, by 22,701 to 15,601. Mr. Morse was one of the "characters" of the Democratic party. He was a member of the Legislature of 1913 which elected Henry F. Hollis United States Senator and as a result of his efforts in behalf of the party on that and other occasions he became postmaster of Newmarket and subsequently mysteriously disappeared.

In the second district Congressman Currier was returned over Henri T. Ledoux of Nashua, Democrat, by 23,073 to 15,669. Mr. Ledoux was

the first French-speaking candidate for Congressman in this State and the only one who has been nominated by a major party.

The State Senate organized at that time with John Scammon, of Exeter, as president; and L. Ashton Thorpe, of Manchester, as clerk; and the House of Representatives elected Bertram Ellis, of Keene, as speaker; and Harrie M. Young, of Manchester, as clerk. The Governor's council included Stephen S. Jewett, William H. C. Follansby, Herbert B. Vaill, J. Duncan Upham, and Frank P. Brown.

Charles M. Floyd—Charles Miller Floyd was born June 5, 1861, in Derry, and received his education in the brick school house at East Derry. He was subsequently a student at Pinkerton Academy and the last of his attendance at school was at the age of fourteen years. During the summers when he was twelve and thirteen years old he was employed at farm labor by Benjamin Adams, a farmer in Derry. He later worked in the shoe shop for William S. Pillsbury. When twenty years old he went to Haverhill, Massachusetts, where he was employed in a hardware store and remained nearly two years. After the death of his parents he returned to his native place and bought the home farm which he cultivated for two seasons and then sold. He then entered the employ of his elder brother in the clothing store at Haverhill, where he worked two and a half years.

In 1888 Mr. Floyd removed to Manchester and bought the clothing store of N. W. Sumner, which he carried on for five years on the west side of Elm Street. At the end of that time he bought out the Manchester One Price Clothing House at the corner of Elm and Manchester streets, where he continued as long as he lived and which has since been conducted under his name.

In 1891, in partnership with Colonel F. M. Hoyt, he purchased 65 acres of land in the southern and eastern part of the city and made extensive additions to the city streets and blocks and on these they built the shoe factory of the F. M. Hoyt Shoe Company. Floyd was the president of the building companies which erected all of the McElwain factories before the McElwain Company undertook the work in its own behalf, and it was his genius and faith in the shoe business which really introduced it to Manchester.

Floyd was ten years a trustee of the Amoskeag Savings Bank, and director of the Manchester National Bank, of the Manchester Traction, Light and Power Company, and of the Manchester Building and Loan Association. During 1911 he was president of the Manchester Chamber of Commerce.

In 1899 and 1900 he served as State Senator and in 1905 and 1906 was a member of the executive council. After retiring as Governor, at the 1912 Republican National Convention, he officiated as chairman of the

GOVERNOR CHARLES M. FLOYD

New Hampshire delegation and was among the foremost in securing the renomination of President Taft, whom he had entertained at his home.

During the World War he was State Fuel Administrator. He died at Manchester in 1923.

Governor Floyd's Administration—During Governor Floyd's administration the first three State boulevards were established and the Merrimack Valley Boulevard laid out from Nashua to the Profile House in the White Mountains. Free railroad passes were abolished and the policy inaugurated of purchasing by the State of transportation for legislative and State officials. The establishment of a State tax commission and the report accompanying it, which is the most lucid and complete ever prepared in any New England State, was brought before the next Legislature following and from it resulted the tax commission now existing. Governor Floyd attended the three hundredth anniversary of the settlement of Jamestown and led the way in the presentation of a silver service, valued at $10,000 to the battleship "New Hampshire."

The Legislature of 1907 made an investigation through a committee headed by Robert P. Bass of all the expenses of the State, as a result of which many long standing expenses were eliminated and the ground was prepared for a modern budget system.

St. Gaudens Memorial—Augustus St. Gaudens, of Cornish, noted sculptor, died in 1907. His widow maintained his estate in Cornish until her death and then it was proposed, in 1926, to establish a permanent St. Gaudens Foundation as a school for young sculptors.

In the world there is only one other like it as proposed, that of Rhodin in France. It will bear the same relation to sculpture that the famed Edward A. MacDowell foundation at Peterboro bears to the development of literature, the drama and music.

The memorial at Cornish has been incorporated under the New Hampshire laws as "an educational institution." Provided with the amount specified in the deed, which is now in escrow in a New York City bank, it at once becomes a shrine for free public use in perpetuity.

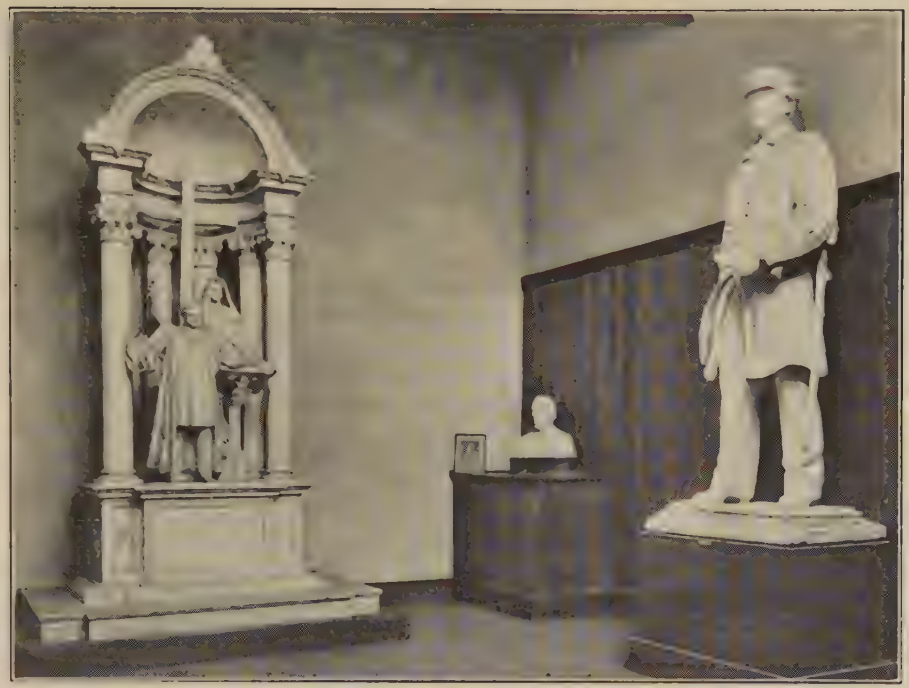
Henry M. Putney and the Rate Case—It was in the fall of 1908 that the express rate matter came up, when a protest was made by merchants all over the State as to the rise in the express rates, and the matter was referred to the board of railroad commissioners, which had jurisdiction in the matter. Question was raised as to the eligibility of Railroad Commissioner Henry M. Putney to serve at the hearings which had been appointed, but Mr. Putney notified Governor Floyd that as the People's Bank, with which Mr. Putney was connected, held railroad stock, he would ask to be relieved from serving at the hearings on the matter of the express hearing, the Boston & Maine road being reputed to hold

express stock. To this request, Governor Floyd acquiesced, and Judge Oscar L. Young, of Laconia, was appointed to take Mr. Putney's place on the board.

As a sequel to this action regarding Mr. Putney's eligibility to serve on the board, the point was raised in the spring of 1909 whether or not Mr. Putney could serve as railroad commissioner on any question, when the bank of which he was an officer was reputed to hold railroad stock. An application was made to the Supreme Court to determine this eligibility and the court decided in Mr. Putney's favor.

Salem Race Track—During this administration, a group of wealthy New York promoters undertook to establish a race track at Salem, which would be a member of the grand circuit. A corporation was formed known as New England Breeders' Club, which purchased land, laid out the track and erected grand stands, paddocks, etc., and a large sum of money was invested. Opposition developed on account of a proposition to permit bookmaking at the track, which was held to be in violation of the anti-gambling laws, and the Rev. Dr. Thomas Chalmers, pastor of the First Congregational Church in Manchester, led a State wide protest against the operation of the track. The situation attracted attention throughout the United States and the outcome was that the State government stopped pool selling at the track. This caused a financial failure of the corporation in back of the enterprise and the principal contractor in building the grand stands, which was one of the largest building concerns in the State, was thrown into bankruptcy as a result of the failure of the promoters to meet their obligations.

The track lay idle and the property deteriorated for the next ten years until the World War when it was used as a cavalry training ground. After the World War it was taken over by new promoters, who converted the place from a racing track for horses to one for automobiles and motorcycles. The place is now known as Rockingham Park and it is one of the units in the national chain of automobile tracks. New grand stands have been erected and on holidays as many as 50,000 people have been entertained with races. The track was dedicated in 1926 by Governor John G. Winant and a few minutes before the Governor drove the final spike in the board track, one of the automobiles, which was practicing, tipped over and the driver was killed, an incident which marred the festivities of the opening day.



ST. GAUDENS' ARTIST STUDIO

CHAPTER XXXIV.

MOTOR TRANSPORTATION.

New Hampshire Highways—First Automobile, 1896—Horseless Engines —First Garage—Governor Floyd's Travel in 1906—The Bicycle Craze—Turnpikes—Early Automobile Roads—State Aid Law of 1905—The Good Roads Association—Federal Aid Law of 1916—Traffic Census of 1927—State Highway Department.

The general subject of transportation has been given special consideration because of its importance to New Hampshire as a tourist State. In probably no other State, with the exception of Florida and California do people travel to view the scenery and enjoy the climate so much as in New Hampshire.

Chapter 26 described the earliest methods of transportation, the stage coach period, from the beginning of New Hampshire down to about 1840. Chapter 27 dealt with the railroads which succeeded the stage and served the transportation needs from 1840 down to about 1905. The present chapter will deal with the motor vehicle and the part it shares with the railroad, and for some future historian is left the privilege of describing the development of airplanes.

New Hampshire Highways—New Hampshire has three great State highways. They start from the Massachusetts border and join north of the White Mountains. The eastern road is called the East Side Road. The central road is called the Daniel Webster Highway, and the western road the Dartmouth College Highway. In addition there are a large number of crossroads which connect these highways. Almost all cities and large villages are on one of these State roads. All State roads are marked by numbers and distinguishing bands and may have names as well.

Automobiles and Highways—Modern highways were brought about by the development of motor vehicles. The first automobile built in New Hampshire was by Peter Harris, a Manchester machinist who turned out a horseless carriage in 1896. This vehicle was a steamer. Although it could not attain any great speed, it seldom failed to reach its destination. It was built with one seat. In 1912 Mr. Harris, who was seen on many occasions driving his automobile, was killed by an explosion of a steel acetylene tank at his automobile repair shop in Manchester.

Antedating the automobile was a horseless steam fire engine, built in the Old Amoskeag Company's machine shop under the direction of the late N. S. Bean, uncle of Fred S. Bean, long assistant engineer of the Manchester Fire Department. This old Amoskeag propeller, as it was called, did duty at the big Boston fire in 1872.

It was exhibited by Freeman Higgins at a State fair held on the old fair grounds on North Elm Street. It was officially timed on a mile run in three minutes, which was regarded as being remarkable speed for a self-propeller, in olden days. Later, this horseless engine was sold to the city of Boston and did fire duty for years.

The Amoskeag machine shop turned out twenty or more other propellers before the late Aretas Blood started manufacturing steam fire engines and railroad locomotives at Blood's shop, now the Amoskeag company's motor garage. Self-propelling steam fire engines made in Manchester went to many of the big cities like New York, Boston, Detroit, and Chicago. They were entirely successful.

The first self-propellers were turned out in 1872. After Aretas Blood acquired the business of the Amoskeag Company in the manufacture of steam fire engines, Blood's shop continued to make the popular self-propelling engines.

Further back even than the self-propeller of N. S. Bean, was a Democrat steam wagon constructed in 1868 by James S. Batchelder, of Amoskeag machine shop. Daniel W. Morse was in charge of the shop, and the assistant engineer of the old Fire King steam fire engine, of which "Jim" Batchelder was the engineer.

Wilbur Y. Hadlock was the first man to conduct a motor garage in Manchester and the first man to own an automobile equipped with a gasoline engine. His son, Sherman L. Hadlock, has the reputation of having a greater mileage than any other chauffeur driving a car in New Hampshire. For ten years he was the chauffeur for the Manchester police department.

Oscar W. Bemis came to Manchester from Spencer, Massachusetts, in 1902, and qualified as a driver of cars in the employ of Herbert L. Trull, shoe manufacturer, who died in California some years ago. In 1905, Oscar Bemis became a driver for Governor Charles M. Floyd.

In 1906, when Mr. Floyd was engaged in one of the hottest political campaigns ever staged in New Hampshire, he visited every city and town in the State and Oscar Bemis drove him. That year 21,000 miles were covered by the next Governor with Oscar Bemis at the wheel.

Bicycle Craze—Bicycles preceded the automobiles by many years in this State and reached their apex of popularity in 1896 and 1897. Then it was that the family went riding on bicycles. Packed lunches were slung on handlebars or from the saddle and off the party went, moving slowly enough so that the weaker legs of the group would not give way under a too severe strain.

And speaking of legs, that was a day when legs were legs. They stood up under an individual and propelled him over dirt roads hour after hour, toiled for him over hills, pushed valiantly through ruts and uneven places and failed him not until the journey's end.

AUGUSTUS LUKEMAN

An average of 60 miles a day was made by the cyclists and, of course, some did what was known as a century or a hundred miles and made no undue heroics over it. Some there were who even did 200 miles in 24 hours, but their number was not legion.

A good day's tour was from Concord to Hillsborough or Franklin or Laconia along the paths by the side of the road. It was not uncommon to ride to York Beach or to Boston and arrive in time for lunch. The start was generally made early in the morning when the air was cool and the cyclist pushed over roads along fields that were wet with the morning dew that hung on glistening grass.

There was another angle of cycling that helped to keep interest alive. On the track on the fair grounds, there sped bicycle riders whose names were as well known in their day as those of Babe Ruth and Jack Dempsey now. A fair was held every year and on these and other occasions there came Willie Wendell, Hoyland Smith, "Wooden Shoe" Sanger, and Tom Cooper.

These stars would draw record crowds eager to watch the riders roll around what was then considered a very fast track. The sprints would bring the spectators to their feet to cheer their favorites. At that time Harry Hall was State champion. Racing was at its height in 1892 and Concord was one of the favorite stamping grounds for those who followed this sport. "Allie" Fuller, later Governor Alvan T. Fuller, of Massachusetts, was a hero of bicycle racing in those days.

The record of the track could be held only by a few but the road records were sought after by many. On a pleasant day there would start out from the State House a group of riders, each one determined to lower the existing record for the run.

The old high wheeler was nothing like the present type, but the first low wheelers were far different, too. There were solid tires at first, then came the so-called cushion tire that was built like a hose and eventually there developed the pneumatic tire about 1892.

The early wheels of the bicycle were heavy and these were gradually replaced with wooden wheels. At first there were parallel or cone bearings, but in the early nineties ball bearings were inserted, making for easier running of the wheel and a consequent marked reduction in the amount of energy that had to be expended by the rider.

The coaster brake was, of course, a marvelous invention. Before it appeared the rider had to backpedal in order to slow down and if he wanted to stop he pressed his foot on the front wheel or manipulated a hand brake fastened to the handlebars. A too sudden application of the foot or too much pressure on the hand brake precipitated the rider onto his head when the front wheel stopped and the rear wheel continued to roll merrily along.

Radical changes were made in the pedals, which at first were clumsy

and uncomfortable. The seats changed, too. On the high wheelers there were padded seats, but the first low wheelers had a piece of leather stretched over a board. The seat is much larger now and is suspended on springs that take the jar of the road.

The bicycle business swept along on rising waves until 1905 when there came a decided slump. Why, no one can tell. Then there were lean years ahead with now and then a rising wave of sales that climaxed in 1917 and 1918 when the bicycle once more came into its own. But not to stay. It was a final flourish, a return from Elba that could not last but was the product of an industrial orgy of inflated wages.

Improvement of Highways—In tracing New Hampshire's history of highway improvement back to the days of the first settlers, we find that the development and prosperity of the State has been dependent upon its highways.

The early proprietors' unsuccessful struggle to keep the old turnpikes properly maintained, resulted in their finally being turned over to the towns and State, and our present system of State highways follows the routes of many of the original turnpikes. Therefore our highway system of today was not simply somebody's theory, but a plain necessity forced by the impossible high cost of maintaining the original turnpikes. The old town and State roads did their part nobly in developing New Hampshire, and doubtless would have continued to do so against horse drawn traffic, but when the motor vehicle with its heavy load arrived, ruts and hollows began to appear, and the continual struggle to keep the old roads properly maintained under new traffic conditions, was a losing fight; therefore, the only answer to the problem was new roads of a more permanent type.

Organized efforts to improve the highways of New Hampshire date back to 1796 when the Legislature of that year passed an act to incorporate a company to build the first New Hampshire turnpike. From that early date up to and including the year 1893, 82 different turnpike companies were incorporated, 51 of which were actually constructed and have left record of their existence. The turnpikes as distinguished from the common roads of the same period were those upon which gates or bars stopped the traveler until he paid toll which gave him the privilege of continuing his journey over that particular stretch of roadway. The tolls so collected were applied upon the maintenance of the turnpikes but the scarcity of travelers and the limited tolls collected made it impossible for the early proprietors to keep their roadways properly maintained. This resulted in the surrender of their charters and in the privately owned turnpikes being taken over as public highways by the towns and State.

Therefore, our system of highways today in many instances follows the old turnpikes as laid out by the original proprietors over 100 years

ago, with the intent that they should "combine shortness of distance with the most convenient and practical ground," engineering features desired to be obtained by the modern as well as the colonial road builders. The State Legislature of 1903 passed "An act to provide for a more economical and practical expenditure of money appropriated by the State upon construction and repair of highways," and under this act the Governor appointed an engineer to take charge of all highway work, upon which State funds were expended.

Prior to this date all money spent upon the highways of the State was expended under the supervision of town and county officials or by special commissions appointed by the Governor. Thus, this particular bill gave the State of New Hampshire its first real control over the expenditures of State money raised for the construction and maintenance of public highways within the State.

In the Engineer's Report to the Governor and council for the years 1903 and 1904, it is interesting to note that in connection with his work during that period he traveled 20,329 miles; 18,190 miles by rail, 2,016 miles by team and 123 miles by walking. Since no mention is made of automobile travel in this report it is an accepted fact that motor vehicle traffic had little or no influence in regard to highway construction and maintenance prior to the year 1905, when our first State aid law for the construction of highways was passed by the Legislature.

Good Roads League—In 1904 the Good Roads League was organized, which has since been changed into the New Hampshire Highway Association, and which today is the leading organization in favor of good roads. The first president was ex-Governor Frank W. Rollins, and among the vice-presidents during the first years were True Norris, Sumner Wallace, A. Crosby Kennett, Harry T. Ray, Seth M. Richards, and Henry W. Keyes. The first secretary was John W. Storrs, who later became State public service commissioner. The first treasurer was General Harry H. Dudley, of Concord.

The State Legislature, in 1903, adopted a system of State roads in the White Mountains by appropriating some of the existing roads and building new ones. This was practically the beginning of the White Mountain boulevard system.

State Aid Law—The Legislature of 1905 adopted a State aid law, which action marked an entirely new epoch in highway improvement in New Hampshire. Prior to this date all highway improvement had been limited by local city and town appropriations, and to special acts of the Legislature which designated certain lake, mountain and seashore roads as State highways, and for which State appropriations had been made for their construction and maintenance.

The State aid law provided the State with an annual appropriation of

$125,000 to be apportioned at a given ratio to the amounts raised by such towns that sought State aid. Thus, a beginning was made upon the construction of the more important highways, through the coöperation of the towns and State. Unfortunately, the selectmen, exercising their right in the choice of location, insisted in many instances upon the State aid money being expended on highways of local rather than State importance. This fact led the Legislature to amend the original State aid law in 1909, by designating the three north and south routes through the State as trunk lines, and cities and towns located upon these routes were required to expend their appropriations through the State aid law upon the designated roads. Thus, the money that would in all probability have been spent to satisfy the demands of the local constituents on unimportant cross roads, was rightly directed to the building of a State system, that is now in part an important link of the great federal aid system which extends from coast to coast.

A marked change in the administration of State aid highways was made by the Legislature of 1915 which abolished the office of State engineer and created a State highway department, in charge of a highway commissioner who was appointed for a five-year term by the Governor and council. The State highway commissioner is responsible for the location, construction and maintenance of all roads constructed in part or wholly by State funds. However, appeals from his decision can be taken at any time to the Governor and council.

The laws of 1915 also authorized the State highway commissioner to designate for further improvement a system of cross-State roads. Under the new laws, ten cross-State roads were designated which added 451 miles of highways to the existing trunk line and cross-State road system. As 150 miles of the new system had previously been built under the State aid law, 301 miles were left to be built. In 1917 the State Legislature approved and adopted the "Federal Road Act of 1916."

Federal Aid Law, 1916—The "Good Roads" movement in New Hampshire was beyond the experimental stage, when the Federal Aid Road Act of 1916 was adopted by the State. However, up to this time, the State highway department had not thought it wise to map out a hard and fast plan of improvement, which became a necessity in designating the federal aid system. This system has been so arranged in New Hampshire that it covers nearly 1,000 miles of the more important trunk line and cross-State routes, and upon which the federal government pays fifty per cent of the actual cost of construction and the remaining fifty per cent is apportioned to the State and towns.

Recent Highway History—Since 1918 approximately 300 miles of modern highways have been built in coöperating with the federal government. Additional federal funds are also received upon national forest

STATE HIGHWAYS IN PETERBOROUGH

highways. The laws of 1917 gave the State highway commissioner with the approval of the Governor and council, the authority to lay out six more cross-State roads and also set aside $200,000 annually for two years to be used in completing the trunk line and cross-State roads.

There are approximately 12,912 miles of public rural highways. The State roads consist of a relatively small mileage of roads built entirely with State funds, and are located in areas where the local governmental units are unable to contribute toward road construction. State-aid roads include all the more important highways in the State and are built through the joint contribution by the State and local units. All other rural highways are included in town roads which are built with local funds.

The more important highways have been officially designated as trunk line highways and form a continuous highway system of 1,435 miles. This system includes State roads and State-aid roads, as well as unimproved sections. The federal aid system of highways, comprising 989 miles, with the exception of 19 miles, follows routes of the trunk line system.

There are in the State 765 miles of State-aid roads which are not included in the trunk line system. For the most part this mileage is made up of a large number of short disconnected improved sections, many of them short feeder roads connecting with trunk line routes, and many others are short isolated sections of a few miles built in or near small villages. The ten year plan of improvement as proposed in 1927 by the United States Bureau of Public Roads and the New Hampshire State Highway Department, involves an expenditure of $25,000,000.

Foreign Traffic on New Hampshire Highways—Traffic of motor vehicles registered in other States forms a very important part of traffic on the trunk line system of New Hampshire throughout the entire State. Foreign passenger car traffic forms slightly over 50 per cent of total passenger car traffic on the trunk line system. Foreign truck traffic is of less importance, forming slightly over 10 per cent of the total, and is limited to a greater extent to the areas near the State boundaries.

The registration of motor vehicles and their licensing by the State was conducted by the Secretary of State until 1915, when a separate department of motor vehicles was established with Arthur L. Willis, of Concord, deputy Secretary of State, as commissioner of motor vehicles. Mr. Willis died in 1916 and was succeeded by Olin H. Chase, of Concord, who was at that time a newspaper publisher in Newport and a member of the Legislature. In 1922 he was succeeded by John F. Griffin, an official of the Manchester police department.

To increase the revenue available for highway work, a road toll on

gasoline at the rate of one cent a gallon was established, which was subsequently raised to two cents and in 1927 to three cents a gallon.

Highway Department—The highway department was created by the Legislature in 1905 and reorganized in 1915. Its head is a highway commissioner appointed for five years by the Governor and council. From 1905 to 1915 the commissioner was known as superintendent of highways, and for two years previous to the creation of the department there was an engineer who performed the duties of superintending the highways. The following is a list of the men who have held the office of engineer, superintendent or commissioner from the beginning, with the residence of each and the term served:

Name of Commissioner.	Term Served.
John W. Storrs, Concord	1903-05
Arthur W. Dean, Nashua	1905-09
Harry C. Hill, Concord	1909-12
S. Percy Hooker, Concord	1912-14
Frederic E. Everett, Concord	1915-

CHAPTER XXXV.

ADMINISTRATIONS OF GOVERNORS QUINBY AND BASS.

1909-1913.

Taft Campaign of 1908—Administration of Governor Henry B. Quinby, 1909-11—Legislature of 1909—Concord's New Charter—Express Rate Lawsuit—Glencliff Sanitorium—State Flag—History of the Direct Primary—Ocean Boulevard Established—Census of 1910—Moses Sent to Greece—Henry M. Putney—Mary Baker G. Eddy—"Lincoln Republicans"—Bass Campaign of 1910—Administration of Governor Robert P. Bass, 1911-13—Public Health Reform—Frank S. Streeter—Horace Greeley's Centennial—Sam Walter Foss—Legislature of 1911—Charitable Organizations—Railroad Legislation—Public Service Commission—New Hampshire Historical Society—Constitutional Convention of 1912—Taft—Roosevelt Primary, 1912—The Bull Moose Party—Democratic Victory, 1912.

Political Campaign for Mr. Taft—When President Roosevelt was about to retire from the White House after a most successful administration of seven years, he designated as his successor William H. Taft, of Ohio, who had been a member of his cabinet. This was entirely agreeable to the Republicans of New Hampshire. A convention was held at Concord, April 21, 1908, which endorsed the Roosevelt administration and elected the following delegates to the Republican National Convention: Senator Jacob H. Gallinger, Attorney-General Edwin G. Eastman, former Governor Chester B. Jordan, Edwin F. Jones of Manchester, Alfred F. Howard of Portsmouth, William F. Harrington of Manchester, Seth M. Richards of Newport, and Lester F. Thurber of Nashua.

It was conceded that the sentiment of the party was for Mr. Taft as the candidate, but it was not deemed advisable to instruct the delegates, a majority of whom openly declared Taft preference. A motion declaring the sentiment for Taft was voted down, prominent members of the Taft Club opposing it. Resolutions were adopted in favor of necessary tariff revision.

The national convention met in Chicago in June and Mr. Taft was nominated on the first ballot. One of the delegates elected did not attend the convention and his place was taken by George H. Moses, who was an alternate delegate and Mr. Moses supported Charles W. Fairbanks, who at that time was vice-President, in preference to Mr. Taft.

The Democratic convention met at Concord May 27, 1908, and condemned the Republican party for the financial panic of 1907. A long platform was adopted calling for various reforms and the delegates elected

to the national convention instructed for Bryan were Mayor Eugene E. Reed of Manchester, John B. Nash of Conway, John Sheridan of Berlin, James E. Shepard of New London, Timothy J. LaBrecque of Manchester, Mayor Michael J. White of Dover, John C. Hutchins of Stratford, and John J. Colony of Keene. The Democratic National Convention nominated William J. Bryan for President for a third time.

The Republican State Committee organized for the campaign with Oscar L. Young, of Laconia, as chairman; Harry J. Brown, of Concord, secretary; Arthur W. Phinney, Manchester, assistant secretary; and William F. Thayer, of Concord, treasurer. A fall convention was held by the Republicans at Concord on September 17, and declared in favor of tax reform, abolition of free passes and the enactment of a direct primary law.

The issues were the same as in the State campaign of 1906, when Winston Churchill was a candidate of the anti-railroad element, and Rosecrans W. Pillsbury, of the anti-machine forces, for Governor; and while these candidates were unsuccessful, they were able to compel the party to adopt stringent declarations for progressive reform legislation, including the abolition of the free pass, taxation reform, and direct primaries. Only a part of these measures were enacted by the Legislature of 1907, as that body was dominated by the railroad and machine interests. In 1908 the issues between the machine and the "reform" element were not as clearly cut as in 1906, as the machine men adopted reform recommendations. Mr. Churchill was again an aggressive leader in opposition to the railroads, but William E. Chandler, the former United States Senator, was active on the other side, to the surprise of everybody. The "reform" element had as their candidate for Governor Rosecrans W. Pillsbury, a newspaper editor, who aggressively assailed the railroads as a political agent in his paper, and demanded the platform reforms. The machine candidate was Colonel Henry B. Quinby, with Bertram Ellis, speaker of the House, as an assistant, to carry local strength on the first ballot. In the convention there was no choice on the first ballot, but on the second Colonel Quinby was barely nominated with 397 votes by accessions from the Ellis forces. Pillsbury had 246, Ellis 122. In spite of this defeat, the "reform" element was so strong that the platform of 1906 was repeated, with even more drastic recommendations. Among these were demands for a direct primary law; for the abolition of free passes, and for a readjustment of the scheme of taxing corporations.

The Democratic convention met at Concord, September 25 and endorsed Bryan's nomination and adopted an anti-railroad platform The State committee was headed by John B. Jameson, of Antrim, chairman; Guy H. Cutter, of Jaffrey, secretary; and William Yeaton, of Concord, treasurer. Eugene E. Reed was the member of the Democratic National Committee and Fred W. Estabrook, of Nashua, was the member of the Republican National Committee.

The Democrats named Clarence E. Carr, of Andover, for Governor. Judge George H. Bingham, of Manchester, was first nominated for Governor, but he at length declined to be the candidate. A platform was adopted advocating the abolition of the legislative lobby, the initiative and referendum, direct primaries and other measures. The "hypocrisy" of the Republican party "in nominating a railroad candidate on a reform platform" was denounced. In the congressional conventions the Republicans renominated Congressmen Sulloway and Currier and the Democrats nominated Michael J. White, mayor of Dover, to run against Sulloway and Frederick M. Colby, of Warner, against Currier. The vote for Governor was as follows: Henry B. Quinby, Republican, 44,630; Clarence E. Carr, Democrat, 41,386; Edmund B. Tetley, Prohibitionist, 897; Sumner F. Claflin, Socialist, 1,120; Walter H. Lewis, Independent, 513; scattering, 3.

The vote for Congressmen was as follows: First District: Cyrus A. Sulloway, Republican, 24,413; Michael J. White, Democrat, 17,400; A. H. Morrill, Prohibitionist, 425; George A. Little, Socialist, 385; J. A. Greene, Independent, 321. Second District: Frank D. Currier, Republican, 26,007; Frederick M. Colby, Democrat, 16,666; Samuel T. Noyes, Prohibition, 333; William H. McFall, Socialist, 684; Alfred R. Browne, Independent, 169.

The presidential vote was as follows:

THIRTY-FIRST ELECTION, 1908.

Electoral Vote:	Total vote	N. H. vote
President—William H. Taft, Republican	321	4
William J. Bryan, Democrat	162	
Vice President—James S. Sherman, Republican	321	4
John W. Kern, Democrat	162	

Popular Vote:	Total vote	N. H. vote
Taft and Sherman, Rep.	7,678,799	53,149
Bryan and Kern, Dem.	6,409,099	33,655
Debs and Hanford, Soc.	418,758	1,299
Chafin and Watkins, Prob.	252,919	905
Scattering	128,574	8

ELECTORS—Charles H. Greenleaf, Sumner Wallace, Frank E. Anderson, Warren Brown.

Henry B. Quinby—Henry Brewer Quinby, who was Governor in 1909-10, was a native of Biddeford, Maine. He was born June 10, 1846. He was a grandson of Moses Quinby, a member of the first graduating class of Bowdoin College. He was educated at the New Hampton Literary Institution, the Nichols Latin School of Lewiston, Maine, and was graduated from Bowdoin College in 1869.

After his matriculation at Bowdoin College, Mr. Quinby went to Washington, D. C., where he entered the National Medical Academy, from which he was graduated as an M. D. in 1880.

Governor Quinby was a member of the staff of Governor Ezekiel A. Straw, with rank of colonel, in 1872-73, and a member of the Legislature

in 1887-88, and in 1889-90 of the Senate. He was a member of the executive council in 1891-92 and chairman of the State prison committee.

During his administration, the State trunk lines were located and partly built.

Governor Quinby was delegate-at-large to the Republican convention in 1892; president of the Republican State Convention in 1896, at which time he delivered a notable address and was chairman of the committee of resolutions in 1902 and 1908.

He was for years trustee of the New Hampshire State Hospital, president of the Laconia National Bank, and of the City Savings Bank of that city, and was connected with the management of the Laconia Hospital. He was a managing member of the Masonic Temple Association, trustee of the New Hampton Literary Institution for many years, member of the board of overseers of Bowdoin College, trustee of the New Hampshire Historical Society, a member of the Pepperell Association and Sons of the American Revolution.

Mr. Quinby was a 33d degree Mason and was past grand master of the Masonic Grand Lodge of this State. He was trustee of the Masonic Home in Manchester. He died in New York City in 1924 at the age of 78.

Legislature of 1909—The Legislature of 1909 organized with Harry T. Lord, of Manchester, as president of the Senate and Walter W. Scott, of Dover, as speaker of the House of Representatives. Mr. Scott was opposed in the Republican caucus by Charles S. Emerson, of Milford, and at the election the Democratic candidate was Samuel D. Felker, former mayor of Rochester, who afterward became Governor. The Senate was 20 to 4 Republican, the House 273 to 116.

Among the prominent members of the Legislature were William M. Chase, former justice of the Supreme Court; John A. Edgerly, of Tuftonboro; Robert P. Bass, of Peterborough; DeWitt C. Howe, of Concord, now of Manchester; James E. French, of Moultonborough; William J. Ahern, of Concord; Edward H. Wason, of Nashua; Charles J. O'Neil, of Walpole; Clarence E. Clough, of Lebanon; Professor J. W. Sanborn, of Gilmanton; Frank A. Musgrove, of Hanover; and Raymond B. Stevens, of Landaff.

Harry T. Lord was the son of Harrison D. Lord, of Manchester, and a graduate of Dartmouth. He first became a member of the Legislature in 1895 and was assignee of the Granite State Provident Association, a job which occupied his attention for nine years. He had been president of the Manchester city council and his brother, Samuel J. Lord, was a member of the Senate in 1927.

Speaker Scott was a lawyer who had studied in the office of Judge John Kivel and was first elected to the Legislature in 1892. He afterward became a federal office holder in the Congressional Library at Washing-

ton. The Legislature adjourned April 9 and was figured by protracted disagreement between the two branches. More than 700 bills and resolutions were presented and 163 public acts and 41 resolutions were passed, besides 117 private acts. Besides providing for the remodelling of the State House, a bond issue was approved of $1,000,000 for the construction of three trunk line State highways from Massachusetts to the White Mountains. A direct primary law was passed and a normal school was established in Keene. The office of State auditor was established and William B. Fellows, of Tilton, was appointed the first State auditor. Judge Fellows afterward became secretary of the State tax commission and Guy H. Cutter, who was a member of this same Legislature, became State auditor. In 1915 the office was abolished and not reëstablished again until 1925 when Lucien J. Martin, of Manchester, became the third State auditor.

Senator Gallinger Reëlected—On January 19, the Legislature voted to reëlect United States Senator Jacob H. Gallinger, Republican, for the full term of six years from March 4, 1909. The joint ballot of the House and Senate stood 258 for Senator Gallinger and 108 for Oliver E. Branch, of Manchester, the Democratic candidate. Political legislation was enacted prohibiting free railroad transportation of public officials or private persons, except railroad officers and employees and their families. An anti-legislative lobby law was passed. January 1st was made a legal holiday; and provision made to take the sense of the voters at the November 10 election of 1910 as to the expediency of calling a convention to revise the State Constitution. Legislation looking to a revision of the tax laws of the State and the creation of a permanent tax commission was defeated. A direct primary nomination law was enacted and a forestry commission was established. Dispensaries for the prevention and treatment of tuberculosis were established, and provision was made for indeterminate sentence and parole of prisoners.

Manufactures—The Bureau of Labor, in its report for 1907, gathered information from 1,824 manufacturing establishments in the State These show a total investment in all branches of manufacturing industries of $119,653,209, and a product for the year of $164,693,442. These establishments gave employment to 62,568 males, 24,694 females, and 986 children under 16 years. The average weekly earnings for males for all industries was $12.32, and females, $7.42. To the male wage earners the total amount of $30,048,007 was paid, and to females, $8,305,996. The eleven cities of the State had a manufacturing product of $106,058,686, or about 65 per cent of the total for the State.

Concord's New Charter—An experiment in municipal government was undertaken by the Legislature of 1909 when a non-partisan charter was given to the city of Concord and afterward adopted by the people by

a majority of 742 votes. This charter abolished the city council and separated the municipal from the State and general elections and removed all party designations from the ballot. The political purpose of the charter was to get rid of Charles J. French, the Democratic mayor of Concord, but in this respect the movement was a failure because Mayor French was elected under the new charter as easily as he had been under the old. He was mayor longer than any other man in the history of Concord, under both old and new charters.

Dr. Tucker of Dartmouth Retires—Dr. William J. Tucker, who had been president of Dartmouth College since 1893, resigned and was succeeded by Ernest F. Nichols. A full account of the administration of Dartmouth College and both these presidents will be found in the chapter on the college. There was some disappointment through New Hampshire that a graduate of Dartmouth had not been selected as the new president. Dr. Nichols had been a member of the faculty of Dartmouth from 1898 until 1903 when he had gone to Columbia, and his appointment as president was highly commended by President Tucker himself.

Express Rate Case—The contest against the American Express Company for a reduction of rates dragged along for some time. It was entered into by the State Board of Trade in coöperation with local boards. The attorney-general entered an appearance against the Express Company in the Superior Court after the railroad commissioners had directed a reduction in rates and the company had taken an appeal.

About this time the Boston & Maine Railroad went under the control of the New York, New Haven & Hartford Railroad and to all intents and purposes became a part of that great system. It was hoped that this would be advantageous to the interests of New Hampshire, but such did not prove the case, and after a short time the Boston & Maine Railroad was separated again from the New York, New Haven & Hartford. President Lucius Tuttle of the Boston & Maine Railroad was continued in office by the directors instead of being succeeded by President Mellen of the New Haven road.

Sanatorium for Consumptives—The sanatorium for consumptives, officially known as the New Hampshire State Sanatorium, is at Glencliff, on the southern slope of Mount Moosilauke in the White Mountains. It was established by the Legislature in 1907 and opened in 1909. Its establishment resulted from the recommendation of a commission which was authorized by the Legislature in 1901 and which consisted of Dr. Ezra Mitchell, of Lancaster; Dr. Nathaniel G. Brooks, of Charlestown; and Dr. Irving A. Watson, of Concord, secretary of the board of health.

The commission made its report and recommendation in 1902, and five years later the Legislature established the sanatorium. It is 1,650 feet above the sea and it enjoys an average of 170 perfectly clear days

every year. In 1909 the two wards, one for men and one for women, were opened; in 1912 they were enlarged and a service building was added; and in 1913 and 1914 a barn, piggery, refrigerating plant, coal pocket and shack were added.

The sanatorium has a capacity of over 100 patients now and there are 411 acres of land. The value of the property is nearly $150,000, and its management is vested with the board of trustees. The following is a list of the superintendents of the sanatorium from the beginning, with the name of the sanatorium from which each came to Glencliff and the term served:

Name	Term Served
P. Challis Bartlett, Rutland, Mass	1909–10
John E. Runnels, Lakeville, Mass	1910–12
John M. Wise, Rutland, Mass	1912–21
Charles E. Perry, Haydenville, Mass	1921–23
Robert M. Deming, Burlington, Vt	1923–
Trustees	
Annie R. Knox, Manchester	1919–25
John H. Houlihan, Berlin	1919–
Fred E. Clow, Wolfeboro	1919–
Samuel R. Upham, Claremont	1919–26
Philip H. Faulkner, Keene	1919–22
George L. Sadler, Nashua	1922–
Frank E. Kennett, Conway	1925–
Gardner G. Emmons, Concord	1926–

Oldest Man in New Hampshire—James B. McGregor, the oldest man in New Hampshire within the memory of the present generation and the oldest Free Mason in the world, died at Newport March 23, 1909, in his 109th year. His father was a soldier in the Revolution who died at the age of 101, while he himself was born in Newport and lived there nearly all his life. He voted at three presidential elections each for Andrew Jackson, Grover Cleveland, and William J. Bryan.

New Hampshire State Flag—The State flag was authorized by an act of the Legislature of 1909, New Hampshire prior to that never having had a State flag duly authorized and described by law The provisions of the act were that "the body or field of the flag shall be blue, and shall bear upon its center in suitable proportion and colors a representation of the State seal. The motto shall include the date 1784. Said seal shall be surrounded by a wreath of laurel leaves with nine stars interspersed. When used for military purposes said flag shall conform to the regulations of the United States."

In this act it was further provided:

"Said flag shall be displayed upon the State House whenever the Legislature is in session, and during meetings of the Governor and council when expedient, and upon such other occasions as the Governor may designate."

The inscription upon the field of blue, together with the wreath surrounding it, is laid on in gilt. A gold fringe surrounds the body of the flag, and either a yellow silk or gold cord is used to attach it to the staff.

The earliest New Hampshire flags now known to exist are those carried by the Second New Hampshire Regiment of the Continental Army in the Revolutionary War. These were found in England a few years ago by Gheradi Davis, of New York, while collecting material for his book on Regimental Colors in the War of the Revolution. They were then in the possession of Colonel George W. Rogers of Wykeham, Sussex, from whom they were purchased by Edward Tuck and presented to the New Hampshire Historical Society in 1912.

Both these flags are of silk, one blue and one buff, and measure five feet on the staff and five feet six inches on the fly.

The blue flag has a gold fringe. In the center is a small red shield, with golden scrolls on either side and over it. On the shield are the letters "N. H." interlaced, under which is "2d," and under that "Regt." On the scrolls is the motto "The Glory, Not the Prey."

In an action at Fort Anne, New York, July 8, 1777, these colors were captured by the 9th Regiment of Foot of Burgoyne's army, and when Burgoyne surrendered three months later they were carried to England in the personal baggage of Lieutenant Colonel Hill, commander of that regiment. From him they descended by inheritance to Colonel Rogers.

The State flags supplied to New Hampshire regiments in the Civil War were of various designs. Many of them bore a representation of the State seal, but some were adorned with the arms of the United States or other emblems. These flags, now preserved in the State House, are in such tattered condition that the devices are generally not recognizable.

History of the Direct Primary—The direct primary law in New Hampshire was adopted by the Legislature of 1909 in the administration of Governor Henry B. Quinby. It came about as a result of general dissatisfaction over the workings of the convention system of nominating candidates. For many years the conventions had been controlled by the "machine," which meant, in the case of Republican State conventions, the Boston and Maine Railroad and its political allies.

When Lucius M. Tuttle was president of the Boston and Maine Railroad and Benjamin A. Kimball, his associate, was president of the Concord Railroad, the "railroad machine" dominated the Republican party and the Republican party controlled the State. Governors, councilors, and members of the Legislature were selected by the politicians of the "machine" and their selection was ratified by the people. The machinery through which the "machine" controlled the Republican party (and at times the Democratic party, where it was important that it should be controlled) was the convention system. Conventions were made up of dele-

gates and the "machine" was able to get men elected as delegates who were part of the "machine" or at least subservient to the "machine."

After being elected delegates, the men controlled by the "machine" voted for the "machine" candidates in the conventions and that is the way the machinery operated for the advantage of the Boston & Maine Railroad, Amoskeag Corporation, and allied interests The people had very little to say about it, although the people could refuse to elect the "machine" candidates on election day, but they seldom did refuse The real political headquarters was in the North Station in Boston and in the Concord and Montreal Station in Concord.

Under the "machine" domination and under the convention system, good men were nominated and elected to office but not always the men whom the people would have selected, had they had anything to say about it. The railroad "machine" of course had the welfare of the State at heart, next to the welfare of the Boston & Maine Railroad, and the best interests of the State and of the railroad were not infrequently one and the same thing. The main idea of the railroad was to control the State railroad commission, which corresponds to what is now the public service commission, and the chairman of the railroad commission was Henry M. Putney, of Manchester, who was also the practical boss of the Republican party and the man behind the governors, councilors and members of the Legislature who were elected from time to time.

The important cog in the mechanism which permitted "Hen" Putney, Lucius M. Tuttle, "Uncle Ben" Sanborn and their political and railroad satellites to exercise the control over the machinery which they did exercise, was the proxy. The proxy was a small but highly powerful piece of paraphernalia connected with every convention. Under the arrangement that prevailed, a delegate to the convention could attend the convention himself or he could give his proxy to somebody else and the holder of the proxy could cast the vote that the delegate himself should have cast.

The system of controlling a large number of votes was simplicity itself. All the "machine" workers had to do was to go around and get the proxies, by gift, purchase, barter, or exchange. Each proxy meant one vote, and when the convention met the "machine" usually knew where the votes were, whether they knew or cared where the actual delegates were.

One time a man was candidate for the Republican nomination for Governor who was president of a small city bank. His supporters had rounded up a number of proxies and the candidate had put them in his own bank for safe-keeping until the day of the convention. There came a report that a certain delegate-elect, who was supposed to be all right, had gone "off the reservation" and was threatening to vote against the candidate. The banker said:

"Don't worry. That man's all right. We've got his proxy down in the bank."

"Are you sure?" said the politician.

"Absolutely."

In spite of this assurance, the politician kept hearing reports from the delegate-elect. Finally he went to the bank and asked the banker if he could see the proxy of this particular delegate. The banker went to the safe deposit vault and found this particular proxy.

"That's good," said the politician. "I thought from the way this man is talking that somebody had robbed the bank."

When the convention met, the proxy was voted along with the others and the banker was nominated and afterwards elected Governor of the State.

The culmination of the old-fashioned convention system came in the campaign of 1906 when there was held at Concord the famous "Churchill convention." Winston Churchill, the author, was a reform candidate for Governor. The Boston and Maine machine had a candidate in Charles H. Greenleaf, Boston hotel proprietor. There were several other candidates, including R. W. Pillsbury, publisher at that time of the Manchester "Union," and Charles M. Floyd, of Manchester, a merchant. The convention cast several ballots before there was any choice. Proxies were traded in like mutual tickets at a Cuban horserace. Pandemonium reigned on floor and galleries and the battle ebbed and flowed all day and all night. On some of the ballots more votes were cast than the total number of delegates eligible to sit in the convention.

Mr. Churchill made so much trouble for the "machine" that it was unable to nominate Colonel Greenleaf. Neither could anybody else be nominated. Finally, Mr. Pillsbury withdrew in favor of Floyd; the "machine" took Floyd for the sake of beating Churchill and Floyd was nominated. Nobody knows the amount of money that was spent in connection with this campaign, but all indications were that it had been an unseemly amount.

So many Republicans kicked at the disgraceful scenes attendant on the convention that there was no choice by the people at the election. Floyd had to be elected by the Legislature for failure to command the support of the entire Republican party at the polls. When the Legislature met, the objections to the proxy evil were so pronounced that a law was passed which provided that hereafter, either a delegate or his regularly chosen alternate must vote in the convention. Proxies were abolished.

In the next campaign, that of 1908, Henry B. Quinby was elected Governor and his Legislature went a step further and abolished the nominating conventions entirely. The direct primary was established and has since been maintained. After the primary, a convention is held,

but only for the purpose of drafting a platform and perfecting an organization. The candidates themselves are all nominated by direct vote of the people.

The principal complaint against the primary is that the people do not take enough interest in it to make the primary representative of the opinion of the majority of the voters The vote of each primary, from the beginning, as compared with the vote at the election of the same year, has been as follows:

Year	Primary vote	Election vote
1910	38,767	84,067
1912	25,193	83,278
1914	30,781	84,108
1916	30,241	89,183
1918	24,815	71,077
1920	68,029	159,092
1922	50,491	131,686
1924	51,642	164,769
1926	69,374	129,630

It will be noted from this summary that the biggest primary when the men alone were eligible to vote, was the first one in 1910. The primary was a novelty then. Robert P. Bass was the winner of that first primary when he was nominated for Governor against the "machine" candidate. That contest marked the time when the "machine" as it was known for fifty years ceased to exist The Boston & Maine Railroad went out of business in this State politically as soon as it hit the skids financially, and the direct primary was probably only a contributing factor to this result. Had there never been a primary and had the convention system been maintained, the Boston and Maine would have ceased to have influence after the campaign of 1908.

The Legislature had abolished the free pass system along with the proxy system. The free pass system was the machinery by which the Boston & Maine could give free transportation over its railroad to those delegates and officeholders who were willing to do its bidding. Free passes were used in lieu of more direct consideration for services rendered. The abolition of the free pass, the abolition of proxies and the debacle of the railroad as a financially strong business organization all came at the same time and the "machine" passed out of the picture.

The biggest primary ever held was in 1926. Senator Moses won that primary with a vote of 37,665 against 17,655 votes for Robert P. Bass.

In the Legislature of 1927 a determined effort was made to reëstablish a convention for the "designation" of political candidates. It was proposed to keep the primary but to have a combination of primary and convention. Governor H. N. Spaulding and the Republican leaders supported this program and a bill passed the Senate but was defeated in the House of Representatives by 200 to 181. The Democrats and independent Republicans formed a coalition to reject the measure.

Thanksgiving Storm, 1909—In 1897 the ocean boulevard along the eighteen miles of seacoast which New Hampshire has, was laid out by a committee consisting of John Pender of Portsmouth, Joseph O. Hobbs of Hampton, and Arthur W. Dudley of Brentwood. This boulevard begins at Seabrook and goes along Hampton Beach, Great Boar's Head, Little Boar's Head, Rye Beach, and Wallis Sands to Portsmouth. A commission consisting of Mr. Pender, Mr. Dudley, and Albert Batchelder, of North Hampton, later completed the laying out of the road and it became the property of the State.

In 1901 a new commission, consisting of Alfred F. Howard of Portsmouth, W. H. C. Follansby of Exeter, and Warren Brown of Hampton Falls was appointed. Construction of the road occupied several years because in addition to the highway itself, it was necessary to build breakwater walls to support the road.

On Thanksgiving Day, 1909, a terrific storm destroyed a large part of the road. Afterward the Lafayette road, over which Lafayette traveled from Boston to Portsmouth, was made, and that is now used as the main automobile highway between those two cities. The ocean boulevard, however, continues to be a splendid scenic highway and several of the best hotels on the shore are situated on it. In 1925 a controversy arose over the privilege of parking automobiles on this road, which was finally adjusted by the Governor and council.

Governor Quinby's Record—An achievement of equal merit by Governor Quinby and his council in the economical expenditure of the State's money was their satisfactory enlargement and remodeling of the State House within the limits of time and expense set by the Legislature. On October 25, 1910, Governor Quinby presided at impressive exercises of rededication of a "Million dollar state house for $400,000," and since that date architects and builders have come from the most distant parts of the country to inspect the remarkable combination of comfort, convenience and beauty which has been effected in the New Hampshire State capitol at a comparatively small expense.

During his administration Governor Quinby thoroughly organized the National Guard of the State; opened a State sanatorium for consumptives at Glencliff, and a State normal school at Keene; added new buildings to or in other ways increased the facilities of the State hospital, the State prison, the State industrial school, the State school for the feeble-minded, the State college and the normal school at Plymouth.

He attended the inauguration of President William H. Taft and later accompanied the Nation's head on his famous waterways trip down the Mississippi River. He attended and addressed the first sessions of the House of Governors, which was instituted during his administration.

MARY BAKER EDDY
Founder of Christian Science

BIRTHPLACE OF MARY BAKER EDDY, AT BOW

Census of 1910—A monument was dedicated at Windham July 1, 1909, on the birthplace of Governor Samuel Dinsmoor. Governor Quimby and a delegation of State officials attended the ceremonies.

In 1909 preparations were begun for the census of 1910 and a controversy arose over who should be the State director of the census. Walter W. Scott of Dover, and Frank A. Musgrove of Hanover, both of whom had held the position of speaker of the House of Representatives, were the principal candidates. Two-thirds of the Legislature supported Mr. Musgrove and he was selected to take the census. Shortly afterward President Taft announced the appointment of George H. Moses as ambassador to Greece, which was considered as a political offset at that time to the appointment of Mr. Musgrove. Mr. Moses spent several years in Greece, during the Balkan war, and was as a witness a central figure in the beginning of the strife which led up to the World War in 1914.

The population of the State in 1910, according to the thirteenth census, was 430,572, as compared with 411,588 in 1900 and 376,530 in 1890. The increase in the decade from 1900 to 1910 was 4.6 per cent. The State ranked thirty-ninth in point of population, whereas in 1900 it ranked thirty-seventh.

In the summer of 1909 a regatta was held on Winnipesaukee Lake, during the course of which the pavilion at The Weirs was wrecked and several people injured.

Henry M. Putney—Henry M. Putney, long time chairman of the railroad commission and one of the leaders of the Republican party, died July 30, 1909. A sketch of Mr. Putney is included in the chapter on the newspapers of New Hampshire.

On August 8, 1909, George Van Dyke, of Lancaster, known as the lumber king of the Granite State, was killed in an accident in which his automobile ran over an embankment in the north country.

Passing of Mary Baker G. Eddy, 1910—Mary Baker Glover Eddy, discoverer and founder of Christian Science and the most distinguished woman who ever lived in New Hampshire, passed away December 6, 1910, in the 90th year of her age. She was born in Bow July 16, 1821, and the place of her birth is marked with a suitable monument. Her home at Pleasant View in Concord is preserved as a home for aged persons to be maintained by the Christian Science Church as a permanent memorial to its founder. Construction of this home began in 1926.

In 1830, her father decided to move his little family to Sanbornton, in order to give his children the advantages of the higher education. While living here, Mary Baker enrolled in the classes of the Sanbornton Academy, in the classics. Among those teachers who helped to mould her young mind were Professor Ira Sanborn, author of Sanborn's Grammar;

the Rev. Enoch Corser, Sarah J. Bodwell Lane, and Albert Baker, then a distinguished member of the New Hampshire bar.

About this time her name came to be well-known among the contributors to some of the better class of literary magazines. A quarter of a century before her Christian Science text book, "Science and Health with Key to Scriptures," was published, a collection of some of her poems was published in a volume of prose and poetry selections from New England writers. She was married, in Tilton, to George Washington Glover, the ceremony taking place in December, 1843. Her first husband was a southern gentleman, and was possessed of large business interests.

He died in June, 1844, leaving a son, George Washington Glover, who was carried west by a nurse and was believed to have passed away. The boy grew up, however, served in the Civil War and afterwards became United States marshal for Dakota. It was this son who figured in the famous law suit known as the Glover case.

In 1853 Mrs. Glover married Dr. Daniel Patterson at Tilton, from whom she was divorced in 1873. Her second husband died in 1896. About this time, Mrs. Eddy began to study homeopathy, and was led to the proposition that all causation is mental. She found that there were cases where patients had been cured with unmedicated tablets, or with doses of pure water, and while she was a thorough student of anatomy, her aversion to the practice of surgery prevented her from making any researches in this direction. Mrs. Eddy's brother, Albert, one of the earliest temperance workers of the State and a deep student of the metaphysical, was closely allied with his sister in some of her researches at this time, and his keen intellect was a great assistance.

Through all these years Mrs. Eddy had been consistently studying the connection between the physical and the mental. It was in 1866 that she at last struck the chord which sounded a vibrantly respondent note. To use her own words in describing her discovery:

"It was in Massachusetts, in February, 1866, that I discovered the science of divine metaphysical healing, which I afterwards named Christian Science. The discovery came to pass in this way. During twenty years prior to my discovery, I had been trying to trace all physical effects to a mental cause, and in the latter part of 1866 I gained the scientific certainty that all causation was mind, and every effect a mental phenomenon. My immediate recovery from the effects of an injury caused by an accident, an injury that neither medicine nor surgery could reach, was the falling apple that led me to the discovery."

Filled with enthusiasm over her discovery, but anxious that there should be no mistake, she spent the next three years in strict retirement, pondering and theorizing. In 1875, after a profound study of the Scriptures, she issued her famous text book of Christian Science, "Science and Health with Key to the Scriptures."

Two years later, in Lynn, Massachusetts, January 1, Mrs. Eddy, then Mrs. Patterson, was united in marriage with Asa Gilbert Eddy, who died six years later. Of him, his widow has said: "Dr. Eddy was the first student to announce himself publicly as a Christian Scientist and to place those symbolic words on his office sign. He was also the first organizer of a Christian Science Sunday School."

Always a devoted member and loyal supporter of the Evangelical Church, Mrs. Eddy was received into the Congregational Church at Tilton, July 26, 1838, and continued her membership there for thirty-seven years. In the year 1878, she was called to preach at Boston at the Baptist tabernacle of the Rev. Daniel C. Eddy, and during her connection with that church the attendance was so great that it was found necessary to enlarge the capacity. In 1879 she was ordained a minister of the Gospel and in the same year organized the First Church of Christ, Scientist, in Boston. In 1895, she was made pastor emeritus.

In 1889, Mary Baker Eddy first went to Concord, and two years later built Pleasant View, where she remained almost continuously for nineteen years. She received many enthusiastic followers, until the number became so large that she was forced to ask them to cease their visits. Nevertheless large delegations continued to go up the Merrimack River, and in June, 1903, 10,000 Christian Scientists visited Concord and heard a few words from the leader.

During the last years of Mrs. Eddy's life in Concord, there was a newspaper controversy over her identity, and for several days the city was filled with reporters drawn there on the charge that another person was impersonating her. Mrs. Eddy was obliged to exhibit herself to a jury of newspaper men.

Later, certain law suits, instituted in behalf of her son, resulted in her transferring to him an eighth of a million dollars and to three trustees her entire property. Mrs. Eddy took up her residence at Chestnut Hill, Newton, in a large stone house, in 1908, and there her last days were spent.

In the course of the first year of her residence in Concord, Mrs. Eddy received a few students in Christian Science, most of whom afterward became prominent in the church. In 1897 she purchased property near the State House, which she used first as "a Christian Science kindergarten for teaching the new tongue on the Gospel." On this property, July 17, 1904, one of the finest church edifices in the State was dedicated under the title "The First Church of Christ, Scientist, in Concord, New Hampshire." The structure is said to have cost upwards of $200,000, of which Mrs. Eddy personally gave one-half.

Throughout the time of her residence at Pleasant View, it was Mrs. Eddy's custom to take a daily drive, accompanied by Calvin Frye, her

secretary. Thus she became much interested in good roads and coöperated with the city of Concord in building several miles of concrete and macadam streets.

In the course of Mrs. Eddy's life here she was the first to respond to Red Cross and other appeals for aid and made frequent gifts to local and State charities, and educational interests and for public purposes. One of her first benefactions in Concord was to provide swans for the ponds in the public parks of the city.

At the last of her residence at Pleasant View, Mrs. Eddy almost entirely withdrew from the public view save for her daily drives. This gave rise to many rumors as to her condition and surroundings and several times reports of her death gained circulation. Partly as a result of one of these investigations to disprove these rumors suit was brought on March 1, 1907, in the name of Mrs. Eddy by her "next friends," her son, George W. Glover, of Lead, South Dakota, whom she had not seen for a number of years; his daughter, Mary Baker Glover; and George W. Baker, a nephew of Mrs. Eddy, against Calvin A. Frye and nine others who were alleged to possess a control over Mrs. Eddy and her property of which they were making undue use. Subsequently E. J. Foster Eddy, an adopted son of Mrs. Eddy, and Frederick W. Baker, another relative, joined the list of "next friends."

Former United States Senator William E. Chandler, of New Hampshire, was their principal counsel, while General Frank S. Streeter, of Concord, led the defense.

The case came first under the jurisdiction of Judge Robert N. Chamberlin, of the Superior Court, and was by him referred to three masters, Judge Edgar Aldrich, of the United States Court; Dr. George F. Jelly, of Boston; and former Congressman Hosea W. Parker, of Claremont. After an extended hearing of the case, these masters interviewed Mrs. Eddy at Pleasant View. Shortly afterward, on August 21, 1907, the counsel for the "next friends" announced the withdrawal of the suit.

At about the time these proceedings began, Mrs. Eddy created a perpetual trust fund of approximately a million dollars, practically the amount of her estate, and named her distant relative, Henry M. Baker, of Bow; Archibald McLellan, of Boston; and Josiah E. Fernald, a Concord banker, as trustees. Prior to this arrangement, Mrs. Eddy had created a trust fund of $150,000 for the benefit of the children of her son, George W. Glover.

Political Campaign of 1910—The political campaign of 1910 marked the beginning of the factional contest in the Republican party, which has continued more or less intermittently to the present time. The Lincoln Republican Club was organized to include those Republicans who favored reforms in the State and national administration and who

were not satisfied with the action of the Republican administration from 1900 to 1908.

First Primary Election, 1910—Elections were held in 1910 under the new primary election law passed in 1909. The chief contest in the State was for the Republican nominations for Governor and for a member of Congress in the first district. For a number of years the progressive wing of the New Hampshire Republicans had been fighting against control of the party by railroad corporations and other allied interests. Prominent in this wing of the party had been Winston Churchill, the novelist. While the Progressives had not been successful heretofore in the elections, they had succeeded in securing the passage of a primary election law, which was designed to give the voters a fair chance as against the machine politicians. The candidate of the Progressive wing of the party for the nomination was State Senator Robert P. Bass.

"Lincoln Republicans" of 1910—Bass, Winston Churchill, and others gathered to discuss railroad domination, corporate control, free railroad passes, and vote buying and other political evils which beset the people. As a result of these conferences, Sherman E. Burroughs was chosen by this small group of interested citizens to make the run for the governorship; but Mr. Burroughs was unable to take so leading a part; and finally, after canvassing the situation carefully, Mr. Bass was chosen.

In those days, when the campaigning for the Governorship began, little notice was taken, and after speaking in many towns and villages in all sorts of places until mid-summer was reached, the candidacy of Mr. Bass was looked upon as a very doubtful experiment. An attempt was made to break up a mass meeting in a small out of the way place on the Connecticut River. This brought the issues of the campaign to the attention of Boston and New York papers, and it was reasoned that, if a force had to be used to stop Mr. Bass, then it was something worth watching and worth talking about.

After that, publicity was all that could be desired. The people were informed of the real issue involved, and at the polls, Mr. Bass won the governorship by a two-thirds vote.

Marilla Ricker—Mr. Bass's opponent early in the campaign was Colonel Eugene S. Head, of Hooksett. Mr. Head withdrew and Bertram Ellis of Keene, who had been speaker of the House of Representatives, was selected as the organization candidate. The Democratic candidates were Clarence E. Carr, of Andover, who had been nominated at the previous session; and Samuel D. Felker, of Rochester, who was minority leader in the Legislature.

The situation was enlivened early in the game by the entrance of a woman candidate, Mrs. Marilla M. Ricker, of Dover, who filed in the primary election as a Republican candidate against Senator Bass and

Mr. Ellis. The State did not have woman suffrage at that time, but Mrs. Ricker presented her name, paid her fee, and appealed for support. She had been the first woman in the United States to demand the right to vote, having gone to the polls forty years before and offered in her ballot. The election officials refused to accept it and for the next forty years and sometime after she paid her taxes under protest each year. Her platform as a candidate was that "the government of the United States is not in any sense founded on the Christian religion" and she said if elected Governor she would advocate the taxation of churches, and all ecclesiastical property, which has always been exempt from taxation from the earliest times. She maintained that the only requirement for a candidate for Governor was "an inhabitant of this State for seven years next preceding the election, and of the age of thirty years," both of which requirements she met with a goodly margin over. Edward N. Pearson, the Secretary of State, refused to accept her nomination papers on the ground that she was not a voter and therefore could not be a candidate. Her name never appeared on the ballot.

Sherman E. Burroughs, of Manchester, became a candidate for the Republican nomination for Congressman in opposition to Cyrus A. Sulloway, who had held the office since 1894. Mr. Burroughs was a nephew of Congressman Henry M. Baker and had been his private secretary in Washington.

The vote at the primary was 19,484 for Bass and 10,393 for Ellis for Governor and the Republican State Convention organized with Edmond S. Cook, of Concord, as chairman of the State committee; Frank A. Musgrove, of Hanover, as secretary; and William F. Thayer, of Concord, as treasurer. Mr. Carr was given the Democratic nomination without a contest. In the First Congressional District Representative Sulloway defeated Mr. Burroughs by 10,566 to 6,204 and the Democrats nominated Eugene E. Reed, retiring mayor of Manchester. In the second district Congressman Frank D. Currier was renominated without opposition by the Republicans, and Henry H. Metcalf became the Democratic candidate. The Democratic State Convention organized with John B. Jameson, of Antrim, as chairman of the State committee; Guy H. Cutter, of Jaffrey, as secretary; and William Yeaton, of Concord, as treasurer.

The Republican Convention, which met at Concord on September 27, was one of the most harmonious in the history of the State. It was made up of the nominees for State legislative offices and as many other delegates as there are members of the legislative house. The platform adopted endorsed the Taft administration, declared for the creation of an interstate commerce and customs court, demanded tariff reform in conformity with the national platform of 1908, favored the national forest reserve bill, the Canadian reciprocity in tariff relations, demanded effective conservation of national resources and favored the establishment of

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a parcels post. It called for a permanent State tax commission to replace the board of equalization and for the appointment of a public utilities commission to replace the board of railroad commissioners; also for an employers' liability and a workmen's compensation act. Measures for the prohibition of campaign contributions by corporations were recommended, as well as a strengthening of the corrupt practices act, to do away with the buying of votes. It favored the constitutional amendment authorizing a federal income tax. In the elections on November 8 the Republicans carried the State by a plurality of 7,171 votes for Mr. Bass for Governor, reëlecting both Republican Congressmen, a Republican executive council, and a Legislature Republican in both branches, but with a greatly reduced party majority.

Mr. Carr, the Democratic candidate for Governor, was a native of Enfield and had been a successful manufacturer of hames in Andover. He had served in the Legislature and was president of the Democratic State Convention in 1902 and the chairman of the State committee in 1908. In the previous campaign he had been induced to run as a substitute for George H. Bingham, who was then a judge of the Supreme Court and who had declined the nomination that was given to him by the Democratic State Convention. He had run ahead of his ticket in 1908 and there was hope among the Democrats that some of the machine Republicans would refuse to support Bass. This hope proved to have some foundation, but not enough to effect the result. Although the Republican majority of the Legislature was reduced from 150 to less than 50, the Republican candidates for important offices were successful and the vote was as follows:

For Governor, Robert P. Bass, Republican, 44,908; Clarence E. Carr, Democrat, 37,737; John C. Berry, Prohibition, 410; Asa W. Drew, Socialist, 1,100.

For Congressman in first district: Cyrus A. Sulloway, Republican, 20,941; Eugene E. Reed, Democrat, 20,093; Albert J. Mardin, Socialist, 413.

For Congressman in second district: Frank D. Currier, Republican, 21,639; Henry H. Metcalf, Democrat, 16,913; Roger E. Thompson, Prohibitionist, 188; William H. Wilkins, Socialist, 659.

A feature of the campaign was a visit of Theodore Roosevelt who took the stump for Mr. Bass on the Republican ticket. He delivered speeches at Manchester and other places in October, which did much to strengthen the Republican ticket.

Robert P. Bass—A descendant of New Hampshire settlers, he was born in Chicago, where his father was one of the pioneers. After going through Harvard he spent a few years in business but he returned to Peterborough at twenty-eight and settled on the family homestead, giving his attention to farming, forestry, and public affairs.

Bass' first enthusiasm was his woodlands. He owned large pastures and bought miles of wild land in the hills back of his farm. In the last twenty years he has planted over a quarter of a million young pines and now has the largest privately owned pine tree plantation in New England.

His first political office was chairman of the State forestry commission. He led the movement to set aside a national forest in the White Mountains. He went to the Legislature to enact fire protection and conservation measures for the State woodlands. His championship of conservation won him election to the presidency of the American Forestry Association in 1911.

His own candidacy for Governor was a direct challenge to the control of the lobby of the big interests. He fought in the beginning almost alone, but he got people out to hear him when he began to tell them just what was going on in Concord. He named names and told what he had learned in three legislative terms.

His opponents declared that Bass would spend much money on his campaign. "It's my money," he retorted "not the railroad's." "My money Bass" they called him after that, and first nominated then elected him, in a year of Democratic landslides in all the States around. Bass created a sensation in 1910 by publishing his campaign expenses, before the primary, and again before election day, the first candidate for public office in this country who had ever done so.

The Bass Reform Régime—As Governor, he carried his program through with vigor and fearlessness. When the Senate, stronghold of the older order, held up his bills that the lower house had passed, he threatened to stump the State and tell the people the inside story of the legislative fight. But before he had finished his preparations, the Senate leaders changed their minds and passed his bills.

In that single term he led the way in the Eastern States in a progressive program. He appointed the first public service commission to regulate public utilities in New England and one of the first in the Nation. He put through a corrupt practices act which prohibits campaign contributions by corporations. He successfully urged provision for forest wardens and the establishment of look-out towers. He called the first good roads congress. He got legislation to reduce taxes on farm mortgages and to require the labelling of foodstuffs.

During his term the first effective child labor law, the first workmen's compensation law and the first factory inspection law were passed.

A more detailed personal sketch of Governor Bass will be found in the biographical section of this history.

Health Legislation—New Hampshire was the first State to establish the now universal requirement of bread-wrapping. New Hampshire was one of the first States to enact, in 1911, a general sanitary food law. A

number of the other New England States have no such law of such extensive scope. New Hampshire was the first State to enact a general imflammable polish law, also the first State to adopt a comprehensive statute regulating the sale of household chemicals. It is credited with having one of the best beverage control laws in the country. It was the first State to adopt a comprehensive wood alcohol law, and it is the first in the East, if not in the entire country, to enact a law requiring the licensing of juvenile camps.

Bass a Progressive Leader—Following Mr. Bass' retirement from the governorship he aspired to be United States Senator as a result of the legislative deadlock in 1913. He was supported by the Progressive party and became its titular head so long as the party existed. After its collapse he retired to his farm in Peterborough.

When Governor, Mr. Bass was married to Edith Bird, a daughter of Charles Sumner Bird, leader of the Bull Moose party in Massachusetts. They had five children. In 1923, ten years after leaving the Governorship, Mr. Bass was again a member of the Legislature and led a fight for a fact-finding commission on the 48-hour labor question. In 1926 he was a candidate for the Republican nomination for Senator against Senator Moses. Again defeated, he went west for a vacation with the intention of continuing his farm in Peterborough. Starting with a small herd of grade cows, he has built it up to the largest and finest herds of pure-bred Jersey cattle in the State. His dairy enthusiasm led him into an active participation and keen interest in the work of the State Farm Bureau Federation.

Streeter on Boundary Commission—New Hampshire secured an important federal appointment when General Frank S. Streeter, of Concord, was named one of the commissioners of the United States boundary commission, his appointment being made March 14, 1911. General Streeter was a personal friend of President Taft and for many years was active in the Republican party. He was at one time New Hampshire's member of the Republican National Committee.

Harry B. Hutchins—Harry B. Hutchins, of Lisbon, was elected president of the University of Michigan in 1909. He was born April 8, 1847, and educated at Tilton Seminary and Dartmouth Medical College. He afterward entered the legal profession and became Professor of Law. Another son of New Hampshire who came to the front about this time was Sherman L. Whipple, who was born in New London and practiced law in Boston. In 1911 he became the Democratic candidate for United States Senator in Massachusetts.

Horace Greeley's Birthplace—The 100th anniversary of the birth of Horace Greeley, founder of the New York Tribune, was celebrated Feb-

ruary 8, 1911, at his birthplace in Amherst. The principal address was by Albert E. Pillsbury, attorney-general of Massachusetts. The New Hampshire Press Association was represented by its president, John W. Condon, of the Manchester Union and the New Hampshire Weekly Publishers' Association by Arthur B. Rotch, publisher of the Milford Cabinet.

Greeley was born on a farm a little way out of Amherst village and lived there ten years. The house where he was born remained unchanged for 100 years and was the den of a gang of counterfeiters during the early days of the Revolutionary War. It contained a secret cellar and hidden trap door. The State Legislature appropriated money that year to mark the birthplace with a memorial boulder, the author of this appropriation being Edward L. Welch, of Franklin, a newspaper writer.

Sam Walter Foss, Poet—Sam Walter Foss, one of New Hampshire's greatest poets, died at Boston February 28, 1911. He was born in Candia June 19, 1858 on a farm and was educated at Portsmouth High School, Tilton Seminary, and Brown University, and became a writer on the New York Sun, Boston Globe, and other newspapers; published many volumes of poetry. He was one of the promoters of Old Home Week and organized the Candia Club, of which he was the first president in 1900. The Candia Club used to meet in Candia in Old Home Week and in Boston in mid-winter.

Charities and Corrections—The charitable and correctional institutions of the State, with their population, August 31, 1911, were as follows:

State Hospital for Insane, 489 male, 449 female, total 938; State prison, 176 male, 2 female, total 178; industrial school, 114 male, 32 female, total, 146; school for feeble-minded, 90 male, 90 female, total 180; State sanatorium (tuberculosis), 18 male, 18 female, total 36; almshouse population, 1,173 male, 774 female, total 1,947; houses of correction, 1,387 male, 89 female, total 1,476; county jails, 686 male, 39 female, total 725.

The Legislature of 1911 enacted many laws for the advancement of charities, correction, and general welfare of the State.

An appropriation of $20,000 for each of the next two years was made for the treatment, in such sanatoria as were approved by the State Board of Health, of indigent persons afflicted with tuberculosis in advanced stages, the board of charities and correction to have power to engage free beds for such persons.

Legislative Session of 1911—The most important political events of the State during 1911 related to the session of the Legislature, January 4 to April 15.

In his inaugural message Governor Bass called attention to the progressive legislation promised in the platforms of both parties, and reminded the legislators that they were bound in honor to do all in their power to carry out those pledges. Measures fully meeting all of the

promises of the majority party became law except two—one providing that delegates to the national party conventions should be elected by direct primaries, and the other a ratification of the proposed constitutional amendment authorizing Congress to impose a tax on incomes. Such bills passed the House, but failed in the Senate, the latter by a close vote, the Governor sending a special message urging affirmative action. The divisions on these questions were not along party lines.

Swart and Musgrove—The Legislature of 1911 organized with William D. Swart, of Nashua, as president of the Senate and Frank A. Musgrove, of Hanover, as speaker of the House of Representatives. Colonel Swart was a New Yorker by birth and engaged in the lumber business in Nashua. He had held many political positions and as president of the Senate he gave a committee chairmanship to each of the eight Democratic Senators. Some years later he was a member of the Governor's council during the administration of Henry W. Keyes and was urged to be a candidate for Governor several times, but declined on account of ill health.

Speaker Musgrove was a newspaper publisher in Hanover and was one of the youngest men ever elected as speaker of the New Hampshire Legislature, being only 38 years old. William E. Chandler was 27 when elected speaker in 1863 and Harry Hibbard was 28 when he became speaker in 1844. Napoleon B. Bryant was 30 when speaker in 1855 and Cyrus H. Little was 31 when he was speaker in 1891. Mr. Musgrove was a son of a Civil War veteran and himself a graduate of Dartmouth College. He served as supervisor of the census of 1910 and was secretary of the Republican State Committee. At the Republican caucus Rosecrans W. Pillsbury, who had become a candidate, withdrew before the balloting and Mr. Musgrove was nominated practically without opposition.

Among the prominent leaders in this Legislature were William J. Ahern, James E. French, Robert J. Merrill, Benjamin W. Couch, Raymond B. Stevens, George E. Farrand, Guy H. Cutter, Robert W. Upton, Joseph B. Burleigh, Samuel D. Felker, Frank P. Hobbs, Dana W. Baker, I. Eugene Keeler, Frank Huntress, and Delma S. Tilton. This was also the first session in which George L. Sibley, of Manchester, served as a representative. Mr. Sibley achieved national notoriety some years later by introducing a bill to regulate the hours of sleep by statute.

The income tax amendment to the Federal Constitution was rejected by New Hampshire after it had passed the House and come to a tie vote in the Senate. A sufficient number of other States, however, ratified the amendment, so that it went into effect and income taxes have since become a considerable source of revenue for the United States. The Legislature also rejected a resolution calling for a national convention to

provide for the election of United States Senators by the people. Steps were taken to provide for the preservation forever of the national beauties of Crawford Notch and a law was also enacted for the permanent settlement of all questions arising between the railroads and the people.

Denman Thompson—Two former Governors, Hiram A. Tuttle, and John McLane, passed away during the Legislative session. Another loss came in the death of Denman Thompson, noted throughout America as an actor and a playwright in the "Old Homestead." Mr. Thompson, whose first name was Henry, lived in Swanzey, and at the age of seventeen he joined a circus and became an acrobat and afterward an actor, first appearing in "The French Spy" at Lowell in 1852. He played "The Old Homestead" year after year until finally, in the winter of 1911, he was obliged to abandon the stage during an engagement in Boston and died at Swanzey April 14. His home is preserved by the Knights of Pythias as a permanent memorial to his genius.

Tax Reform—The taxation system was reorganized in 1911. Because of distrust of Governor Bass, the Republican leaders in the Legislature provided that the tax commissioners should be appointed by the Supreme Court instead of by the Governor and council as is usually the case with all other State officials. Prior to this time the administration of tax laws was under the supervision of the State board of equalization, which was established in 1878. There were five commissioners and the law of 1911 established the tax commission and reduced the membership from five to three. Many attempts were made from year to year to abolish this commission, the most energetic of which was in 1927 when the State Senate passed a bill to abolish the tax commission and establish a board of review. This bill was rejected by the House of Representatives and shortly afterward John T. Amey, of Lancaster, who had been a commissioner during the entire life of the board and whom it was sought to remove by this Legislation voluntarily resigned. The tax commissioners from the beginning under the board of equalization from 1878 to 1911 and since that time under the tax commission have been as follows:

Name of Commissioner and Residence.	Term Served.
Bolival Lovell, Alstead	1879–80
Edwin W. Drew, Stewartstown	1879–94
Jewett Connor, Exeter	1879–94
William Butterfield, Concord	1879–84
John M. Parker, Goffstown	1879–1900
E. S. Cutter, Nashua	1880–83
Charles A. Dole, Lebanon	1883–1901
John M. Hill, Concord	1884–1900
Edwin Snow, Eaton	1894–1907
Charles McDaniel, Springfield	1895–1911
George W. Sanborn, East Kingston	1900–11
Orange S. Brown, Rollinsford	1901–03
William B. Fellows, Tilton	1901–08 11–21
Freeman Higgins, Manchester	1903–09

Name of Commissioner and Residence.	Term Served.
John R. Eastman, Andover	1907–11
E. P. Thompson, Laconia	1908–11
Sherman E. Burroughs, Manchester	1909–11
Albert O. Brown, Manchester	1911–21
John T. Amey, Lancaster	1911–27
Charles M. Floyd, Manchester	1921–23
Fletcher Hale, Laconia	1921–25
Edwin C. Bean, Belmont	1923–25
John E. Young, Exeter	1925–26
Laurence F. Whittemore, Pembroke	1925–
John R. Spring, Nashua	1926–
E. C. Hirst, Concord	1927–

Public Service Commission—Another new organization established at this time was the public service commission which was designed to take over the duties of the old railroad commission, which was created in 1844 and had been for many years the subject of political controversy. The railroad commission dated from the time of the first railroads in New Hampshire, which were regulated as early as 1838 by railroad commissioners appointed in each county. In 1844 a State railroad commission was nominated to take the place of the county commissioners and in 1855 these State railroad commissioners were elected by popular vote instead of being appointed by the Governor and council. This system lasted until 1883 and at the elections the choice of railroad commissioner was second in importance only to that of Governor. From 1883 until 1911 the commissioners were appointed by the Governor and in 1911 the name was changed to the public service commission and the powers and duties of the board were enlarged.

Governor Bass had great difficulty in appointing the original members of the commission because the majority of his council refused to confirm his appointments. There was a deadlock for many days during which the Governor submitted various combinations of individuals in an effort to get one which would be agreed to. The final selection was Edward C. Niles, of Concord; John E. Benton, of Keene; and Professor Thomas W. D. Worthen, of Dartmouth College; the first two being Progressive Republicans and the last a Democrat and a well known educator. The following is a list of commissioners from the foundation of the original railroad commission:

Name of Commissioner and Residence.	Term Served.
Charles J. Fox, Nashua	1838–45
Edmund Elliott, Exeter	1844–45
Harvey Huntoon, Unity	1845–46
Titus Brown, Francestown	1845–49
Elijah R. Currier, Newton	1845–50
Samuel Garfield, Langdon	1846–49
James W. Weeks, Lancaster	1849–54
Asa P. Cate, Northfield	1849–55
Stephen W. Dearborn, Exeter	1851–57
Benjamin H. Plaisted, Jefferson	1854–56
Francis H. Lyford, Manchester	1855–58
Greenleaf Cummings, Lisbon	1856–59

Name of Commissioner and Residence.	Term Served.
Jeremy O. Nute, Farmington	1857–60
Archibald H. Dunlap, Nashua	1858–61
Merril C. Forrest, Berlin	1859–62
Jeremiah C. Tilton, Sanbornton	1861–64
Jonathan T. P. Hunt, Manchester	1861–64
Dixi Crosby, Hanover	1862–65
David H. Buffum, Somersworth	1863–66
Person C. Cheney, Peterborough	1864–67
Milan W. Harris, Dublin	1865–68
George D. Savage, Alton	1866–69
Jesse Gault, Hooksett	1867–70
James W. Johnson, Enfield	1868–70
Samuel D. Quarles, Ossipee	1869–72
Charles P. Gage, Nashua	1870–73
D. W. Buckminster, Keene	1870–71
David Gilchrist, Franklin	1871–74
Albert S. Twitchell, Gorham	1872–75
Edward P. Hodsdon, Dover	1873–76
Alvah W. Sulloway, Franklin	1874–77
Charles H. Powers, Jaffrey	1875–78
William A. Pierce, Portsmouth	1876–79
Granville P. Conn, Concord	1877–80
David E. Willard, Orford	1878–80
James E. French, Moultonborough	1879–82
Charles A. Smith, Manchester	1880–82
Edward J. Tenney, Claremont	1880–87
Benning W. Hoyt	1882–83
Stillman Humphrey, Concord	1882–83
Orrin C. Moore, Nashua	1883–86
E. B. S. Sanborn, Franklin	1883–88 94–1904
Henry M. Putney, Manchester	1886–1909
Benjamin F. Prescott, Epping	1887–94
John M. Mitchell, Concord	1888–91
Thomas Cogswell, Gilmanton	1891–94
Josiah G. Bellows, Walpole	1894–1901
Francis C. Faulkner, Keene	1901–03
Arthur G. Whittemore, Dover	1903-11
George E. Bales, Wilton	1904–11
Oscar L. Young, Laconia	1909–11
Edward C. Niles, Concord	1911–18
John E. Benton, Keene	1911–15
Thomas W. D. Worthen, Hanover	1911–25
William T. Gunnison, Rochester	1915–
John W. Storrs, Concord	1918–
Fred H. Brown, Concord	1925–

Boston and Maine Bill—A question that overshadowed all others before the Legislature was focused in a bill of the Boston & Maine Railroad repealing clauses of acts of 1883 and 1889, forever forbidding the raising of fares and freights on railroad lines which were authorized to unite or consolidate, over those then in effect, if such union or consolidation was made. By virtue of such legislative authority, the Boston & Maine had come into control of practically all the railroad mileage of the State. In 1908 R. W. Pillsbury, who had been prominent in an agitation for legislation to reform the abuses in politics practiced by corporations, formally complained to the attorney-general that in 1903 certain freight rates had been advanced beyond such legal limit, and were being collected, and asked that the railroad be enjoined from such collections.

NEW HAMPSHIRE HISTORICAL SOCIETY BUILDING, CONCORD

The attorney-general brought action, but before the matter was finally determined by the court the railroad managers publicly declared their purpose to restore the rates of 1883 and 1889, unless the Legislature should grant relief. A special legislative committee began an investigation, but as it developed the time of the ordinary session was too short to make it thorough, the rates then in force were validated for the period from January, 1910, to July, 1913, and the subject referred to the new public service commission to investigate and report prior to the assembling of the Legislature in January, 1913.

The Legislature also passed an act looking to the purchase of Crawford Notch in the White Mountains, appropriating $100,000 therefor. Acts were passed subjecting the State trust and banking companies to a stricter supervision by the State bank commissioner; corporations were prohibited from making contributions to political campaign funds; a measure was passed requiring publication of the names of all contributors to campaign funds and the amount given by each. In prosecutions for bribery no witness was to be excused because his testimony would tend to incriminate him, but in such a case he was not to be prosecuted. An important employers' liability act was passed, by the terms of which the employer was made liable for the negligence of other employees. The State board of public health was authorized to prohibit the use of common drinking cups in public places.

Historical Building, 1911—The New Hampshire Historical Society dedicated its present home on November 23, 1911, with an address by Samuel W. McCall, who at that time was a Congressman and a summer resident of New Hampshire and who afterward became Governor of Massachusetts. More than 500 people attended the dedication and a reception was given by Mr. and Mrs. Edward Tuck, the donors of the building, and by Governor Bass in the State House. Wallace Hackett, of Portsmouth, was marshal of the day and Benjamin A. Kimball, chairman of the building committee, turned over the structure to Mr. Tuck, who presented it to Daniel Hall, president of the society. General Frank S. Streeter read an address by William J. Tucker, president of Dartmouth College, and others who spoke were Samuel C. Eastman, Charles Francis Adams, of Massachusetts; Guy Lowell; Professor George L. Cartridge, of Harvard University; Samuel L. Powers, Congressman from Massachusetts; Senator Jacob H. Gallinger; and Edna Dean Proctor, the poetess.

A description of the building is found in the History of Concord, which is part of the chapter on Cities of New Hampshire.

The New Hampshire Historical Society was founded at Exeter March 13, 1823. At this meeting a preliminary organization was formed, and it was decided to apply to the Legislature for a charter, which was immediately granted and was signed by Governor Levi Woodbury.

It has always been fortunate in its membership. On the early records are, among others, the names of Jeremiah Mason, Levi Woodbury, Ichabod Bartlett, and Nathaniel A. Haven, of Portsmouth; Oliver W. B. Peabody, of Exeter; William Plumer, Epping, Joel Parker, of Keene; and John Farmer and Jacob B. Moore, of Concord. These men would impart character and impetus to any undertaking. All had scholarly tastes, and many of them were learned in the law. In 1823 Levi Woodbury was Governor of the State, and he was afterwards secretary of the navy, secretary of the treasury, and a justice of the Supreme Court of the United States; William Plumer had been Governor; Ichabod Bartlett was then a member of Congress; Jeremiah Mason had been a United States Senator; Joel Parker was afterward chief justice of the New Hampshire Supreme Court, and Oliver W. B. Peabody was a poet of no small fame. Of them all none was more useful and more resourceful in forwarding the objects of the society than John Farmer, the genial apothecary, and Jacob B. Moore, the publisher and printer. The first gift to the library of the society was a record book from Mr. Moore. The first considerable gift of money was the sum of $20 from Levi Woodbury.

At first it was intended to limit the membership of the society to fifty resident and fifty honorary members, but this purpose was afterward enlarged. In the few succeeding years up to 1840 the records show, among others, as resident members, Matthew Harvey, Samuel D. Bell, Nathaniel P. Rogers, Isaac Hill, Nathaniel G. Upham, Philip Carrigain, William H. Y. Hackett, Nathan Lord, Jeremiah Smith, Ira Perley, Asa McFarland, and Joseph E. Worcester, Lewis Cass, and George Bancroft.

Ichabod Bartlett was the first president of the society; John Farmer, recording secretary; and Jacob B. Moore its first librarian.

The charter provides that "the objects of the society shall be to discover, procure, and preserve whatever may relate to the natural, civil, ecclesiastical, and literary history of the United States in general, and of this State in particular."

The income of the society for the first year of its existence was $115, made up of nineteen membership fees and the gift from Levi Woodbury.

In 1874 the membership of the society included 137 active resident members; and in 1884 the library was found to contain more than 10,000 volumes. The membership is now more than 700, and the library contains about 25,000 volumes, thousands of pamphlets and broadsides, and the largest collection of early New Hampshire newspapers to be found in the United States. In historical manuscripts the library is especially rich. The galleries and museum display paintings and sculptures of great beauty and value, and very fine collections of rare old china, antiquities, Indian implements, and relics of some of New Hampshire's greatest men.

The library only, has been moved into the new building, most of the relics and curiosities remaining in the old building, which is still the property of the society.

The magnificent building now occupied by the society is the gift of Edward Tuck, a native of Exeter, but a resident of Paris for many years. There is a quality of permanence, without and within the structure, in the restrained beauty and dignity of the design, the materials, and the decorative treatment. The building is Greek in spirit and in detail. It is not archaic, however, neither does it express any passing style or modern fancy. It is entirely appropriate for its uses, an inspiration to those who know the building, and to those who avail themselves of the opportunities it affords.

Constitutional Convention of 1912—The year 1912 was an important and interesting one in the political history of the State. Besides the presidential and State elections with their usual results, a convention was held in June to recommend amendments to the constitution, for the consideration of the voters, a two-thirds affirmative vote being necessary for ratification. The convention was in session ten days and recommended twelve amendments. A proposition to extend full suffrage to women was defeated, as was another proposing the initiative, referendum, and recall.

The membership numbered 415, two in excess of that which congregated nine and one-half years before. Notwithstanding the recent date of the last convention, only about one-eighth had served in a previous one. There were two members of the conventions of 1876 and 1902, James O. Lyford and Abijah Hollis, both of Concord; four in those of 1889 and 1902, Rosecrans W. Pillsbury of Londonderry, Hiram T. Newell of Keene, Amos J. Blake of Fitzwilliam, and Willis G. Buxton of Boscawen. Ezra M. Smith, of Peterborough, and Paul Wentworth, of Sandwich, were members of that of 1876; and Albert Demeritt of Durham, Frank B. Preston of Rochester, George H. Green of Woodstock, and Benjamin C. Garland of Whitefield, of the one of 1889. Among the more prominent and active of the forty members who had alone served in the Constitutional Convention of 1902 were Edwin F. Jones of Manchester, E. G. Eastman and Arthur O. Fuller of Exeter, John T. Busiel of Laconia, William B. Fellows of Tilton, John M. Mitchell of Concord, George W. Stone of Andover, Edward H. Wason, Charles J. Hamblett, and Edward E. Parker of Nashua, George E. Bales of Wilton, Jesse M. Barton of Newport, Joseph Madden of Keene, Jason H. Dudley and Thomas F. Johnson of Colebrook, Irving W. Drew and George F. Norris of Lancaster, and Alfred R. Evans of Gorham. Henry M. Baker had been reëlected but died a month before the convention of which he aspired to be president.

In this, as in prior conventions, there was a long list of able men with wide experience in public affairs, such as E. H. Carroll of Warner, N. S. Drake of Pittsfield, George W. Fowler of Pembroke, A. G. Whittemore of Dover, Albert Wallace of Rochester, Frank P. Hobbs of Wolfebor-

ough, F. M. Sise and E. L. Guptill of Portsmouth, Dr. Charles A. Morse of Newmarket, Stewart E. Rowe of Kensington, F. P. Quimby, J. E. Marden, W. W. Flint, E. J. Hatch and Dr. C. P. Bancroft of Concord, T. F. Clifford, S. W. Jones, C. H. Bean, and F. E. Woodbury of Franklin, Harry G. Dean of Danbury, Robert M. Wright of Sanbornton, Charles E. Tilton of Tilton, J. D. Wellman of New London, J. A. Donigan of Newbury, Arthur J. Boutwell, then of Hopkinton, now of Concord, Henry L. Clough of Canterbury, Ralza E. Andrews of Bartlett, Harrie M. Young, John B. Cavanaugh, F. W. Shontell, George I. Hazelton, Allen M. Wilson, George H. Warren, J. G. Crawford and Jesse B. Pattee of Manchester, George P. Hadley of Goffstown, Fred T. Wadleigh of Milford, William E. Davis of New Ipswich, Henry N. Hurd, and J. Duncan Upham of Claremont, D. W. Hayden of Hollis, John W. Prentiss of Alstead, Eri C. Oakes of Lisbon, Herbert I. Goss, Edmund Sullivan of Berlin, and Frank C. Clement of Warren. These men, with others hardly less able and experienced, were called to order by the graceful and dignified Daniel Hall of Dover, and a temporary organization was quickly effected, with Judge John M. Mitchell as chairman, and Harrie M. Young of Manchester, secretary. Judge Barton of Newport was made chairman of the committee on credentials. Mr. Eastman of Exeter moved that Edwin F. Jones of Manchester be elected permanent president by acclamation. The motion was carried.

On a ballot for clerk, Allen Chester Clark, of Concord, was elected by a vote of 262 to 119 for Thomas H. Madigan of Manchester, clerk of the last convention, and two for Harry F. Lake of Concord.

The usual code of rules were presented in this convention by the committee of which Edward H. Wason, soon to become a Congressman, was chairman.

Conservatives and Progressives—For the first time what is generally accepted as politics was apparent, not along the accepted issues dividing the Republican and Democratic parties, but the more natural line of cleavage between the Conservative and Progressive elements, that has ever been more pronounced and bitter than the conventional lines of regular political welfare. Among the more aggressive and influential debaters of the Conservatives were Messrs. Mitchell, Wason, Lyford, Stone, Jones, Barton, Eastman, Smith, Whitcher, Busiel, Martin, and Fellows; while the group of Progressive leaders included such ready and impressive speakers as Messrs. Stevens, Allen Hollis, R. W. Pillsbury, Duncan, Hobbs, Wadleigh, Wellman, Drake, Dean and Updike.

Notwithstanding the exhaustive discussion pertaining to the members that the House of Representatives should contain, and the mode of selection that took place in the Constitutional Convention of 1902, the matter remained of absorbing interest in this convention, a decade later, nothing

having been settled. The first proposition presented after the convention had organized was by Mr. Flint of Concord providing: "Every town, or place entitled to town privileges shall have one representative in the General Court, except as hereinafter specified. The City of Manchester shall have five, and all other cities in the State together with the Town of Claremont, shall have three representatives."

The second proposition was also introduced by Mr. Flint, and provided that the membership of the Senate be increased from 24 to 50.

Hobart Pillsbury of Manchester presented a proposition quite similar to that of Mr. Lyford of the last convention, providing for a House of Representatives of 300 members, elected under the district system. Other propositions were by Mr. Newell of Surry, providing that 800 population be required for first representative, with 2,000 as mean increasing ratio; Mr. Winch of Langdon, providing that each town and ward shall be entitled to one representative; Mr. Madden of Keene that the House consist of 350 elected under the town system; Mr. Patee of Manchester, that the number required for one representative be 600, with 2,400 the mean increasing number for additional representatives. There were other propositions, amending the Constitution, providing the increase of the membership of the Senate, one to 40 members, one to 36, and one to 31.

All these propositions were considered together in the Committee of the Whole, at three different sessions, and then referred to the Committee on Legislative Department, with the general instruction to provide an amendment limiting the size of the House to 350 members, based upon the town system. During these discussions some thirty participated. Among the more notable speeches were those of Newell of Surry and Stone of Andover; both members in 1902 who, while for the town system, urged that each side yield something of its claim, that a proposition could be formulated acceptable to the people. John T. Busiel of Laconia sustained the district system to some length in a still more vigorous speech than he did a like proposition at an earlier date. Stevens of Landaff favored the district system and a large House. Mr. Whitcher of Haverhill, in a strong speech, advocated the Pillsbury amendment. Barton of Newport again championed the cause of the towns with much the same arguments that he had presented in behalf of the "Barton Plan." As the debate progressed there was a stronger sentiment expressed in favor of a House with a large membership, even in excess of 400. Attorney-General Eastman, while long in favor of a large House, spoke most decidedly at this time. Possibly the principal reason for this decided change in sentiment in favor of a House with an extremely large membership lay in the fact that in the remodeled capitol the capacity of the hall occupied by the representatives had been enlarged to quite an extent.

The committee on legislative department reported an amendment that 600 inhabitants be required for one representative, and 2,400 for two, making 1,800 the mean increasing number, and a second amendment, that the membership of the Senate be increased from 24 to 36, making population, rather than property, the basis of representation.

A minority report was presented providing the same number of inhabitants for first representative, but making 2,400, instead of 1,800, the mean increasing number for additional representation. The minority would unite these two propositions in one question to be submitted to the people, so neither could be accepted without the other. It was understood that the increase in the number of Senators might be more acceptable to the cities than the representative amendment, and might lead to its adoption, while the other would be rejected by them. The minority report was signed by Jesse M. Barton, A. G. Whittemore, O. D. Fessenden, and Edward H. Wason.

Following the motion by Judge Barton to substitute the minority report for that of the majority, and that of Mr. Lyford to strike out from the minority all that pertaining to the Senate, there ensued a long and earnest debate. The motion of Mr. Lyford prevailed by a vote of 177 to 104. The motion of Judge Barton was rejected by a vote of 120 to 142. The majority report was then adopted, and became the first two questions to be submitted to the people.

Taxation—The matter of taxation is a subject upon which deep study has constantly been bestowed from the early days of the republic, and particularly since the expense of government maintenance has gone forward by leaps and bounds. How best to meet these requirements has been the source of much legislation, and contention before the courts, but with one exception, this was the first constitutional convention of New Hampshire to take up the subject.

In the constitution of the State as it has existed since its adoption, the requirement that taxes shall be levied "proportional and reasonable," has been observed.

The Legislature may define what is an "estate" within the meaning of the constitution, subject to taxation. When so decided it is subject to the same rate as all other taxable property, under the constitutional requirement of "proportional." The subject matter of taxation, as provided by the constitution, are "polls and estates." In the operation of the tax laws, it was considered that the constitution required that growing wood and timber should pay each year the same rate upon the value as other property yielding an annual income. This resulted, to some extent, in an under valuation, and in other places to the denuding of the forests by cutting off the wood and timber before attaining a suitable growth. The condition from any point of view had become unfortunate.

A like unsatisfactory condition existed pertaining to the taxation of

money at interest, it being a hardship to compel the owner of a four per cent bond to pay one half the interest in taxes. This, like the ownership of growing wood and timber, resulted in the disappearance of this source of taxation, either by failure to disclose the same, or the disposal of the bonds outside of the State.

Judge Fellows of Tilton, who for some years as secretary of the tax commission of the State had given close study to our tax laws, introduced a resolution amending the constitution by adding after the word "estate," "except wild and forest lands and money at interest, which may be specially assessed and rated." At the suggestion of Judge Mitchell the words "growing wood and timber" were substituted for the words "wild and forest land."

Other resolutions were introduced by Mr. Stevens of Landaff, Mr. Hobbs of Wolfeboro, and by Mr. Boynton of Portsmouth, to amend the constitution along similar lines, and were considered together in the committee of the whole; that of Mr. Stevens provided that the words "proportional and" be eliminated from the section of the constitution pertaining to the requirements of assessment and taxation, and thus leaving the word "reasonable" as the sole requirement. This amendment provoked one of the most, if not the most, acrimonious discussion that has taken place in any constitutional convention. It is rare indeed that the change of a single word would have such far reaching results. The effect of this amendment would be to leave the whole matter of taxation to the Legislature. It would accomplish with one stroke what Judge Fellows desired to accomplish by his resolution, and other resolutions of kindred nature.

The Stevens resolution, in the committee of the whole, was defeated by a vote of 95 to 231. The resolutions were then referred to the committee on legislative department with instructions that an amendment be formulated to submit to the people, giving the Legislature the right to classify intangibles, and growing wood and timber, for taxation. In due course of procedure these instructions were carried out, and became the third question to be submitted to the people.

Grading of Inheritance Tax—In 1902 an amendment to the constitution was made authorizing the taxing of legacies and inheritances. Mr. Lyford stated that "It was the evident intention of that convention (1902) to submit an amendment broad enough to enable the Legislature to pass a graded inheritance tax," the object being that large estates could be taxed at a higher per cent. but the fear of the "proportional" feature of the constitution led Judge Fellows to present the following: "Taxes assessed upon the passing of property by will or inheritance or in contemplation of death may be uniformly graded and rated in accordance with the amount of property passing and with the degree of relationship between the donee, heir-at-law, or legatee and the person from whom it

passes, and reasonable exemption may be had." This was explained by Judge Fellows, and advocated by Mr. Eastman, Mr. Lyford, Mr. Crawford, and Mr. Davis, and adopted, and became the fourth question submitted to the people.

Time has demonstrated that Judge Fellows' apprehension was well founded, as without any change in the constitution, the Legislature later attempted to pass such a law, only to have the Supreme Court declare the same unconstitutional, with the resultant embarrassment to the State of refunding $900,000 in 1926 collected in taxes under the provisions of the unconstitutional act of the Legislature.

Taxation of Public Service Corporations—There was introduced through the committee on legislative department a resolution providing "that the general court in imposing a tax upon public service corporations, shall have full power and authority to impose a tax upon the incomes of such corporations in lieu of a direct tax upon their property." Then followed an animated discussion in which personalities were indulged to an extent rarely witnessed in a convention to revise the constitution.

Notwithstanding strenuous opposition, the resolution, with a few minor amendments, was adopted upon a division by a vote "manifestly in the affirmative," and became the fifth question in the referendum to the people.

Mr. French of Nashua introduced a resolution eliminating from the Bill of Rights the words "protestant" and "evangelical." This resolution was considered in the committee of the whole, and supported by such able speakers as Wason, Stone, and Whitcher, in brief but emphatic speeches; was unanimously adopted, and became the sixth question to go before the people.

Qualification of Votes—Professor Updike of Hanover introduced a resolution disqualifying persons convicted of certain offences from the right of suffrage, and providing by certain process the restoration of these rights. The resolution was referred to the committee on bill of rights and executive department, which reported the same favorably in a new draft as follows:

"*Resolved*, That Article 11 of the Bill of Rights be amended by adding at the end thereof the following: and provided further, that no person shall have the right to vote, or be eligible to office under the constitution of this State, who shall have been convicted of treason, bribery, or any violation of the election laws of this State or of the United States; but the Supreme Court may, on notice to the attorney-general restore the privileges of an elector or to any person who may have forfeited them by conviction of such offences."

With a brief statement by Mr. Fuller of Exeter the resolution was

unanimously adopted, and became the seventh question to go to the people, and the first to be adopted by them.

Police Court Jurisdiction—Mr. Morris, the present federal judge of this district, renewed the proposition that he had made ten years before, enlarging the authority of police courts. The resolution was referred to committee on legislative department. Mr. Wason, for the committee, reported that the resolution be agreed to. Judge Morris spoke at length explaining the purport of the bill, and tracing the history of jurisdiction exercised by the lower courts. The amendment was supported by several who had experience in the prosecution of offenders. This was easily adopted.

Councilor Districts—Mr. Hurd of Claremont introduced a proposition that the words "ratable polls and proportion of public taxes" be stricken from the article of the constitution defining the limitation of councilor districts, and inserting the word "population." This was adopted by the convention, and later by the people.

Governor's Power of Veto—Mr. Hollis introduced a resolution granting additional power to those exercising the veto authority, so much desired at times, both in State and Nation; that was reported favorably from the committee on bill of rights, by Mr. Hall, in a new draft as follows:

"The Governor may approve or disapprove any separate appropriation contained in any bill or resolution. Such portions as he may approve shall thereupon become a law and such portions as he may disapprove shall thereupon be returned separately in the manner provided in the preceding section and separately reconsidered, and if repassed as therein provided shall become a law."

Like the preceding resolution, is was adopted without a word of explanation or debate, but unlike it, was not accepted by the people.

Woman's Suffrage—While the time was fast approaching when this bone of contention would be removed from the domain of State authority, it precipitated in this convention, as it did in a still later one, a determined contest.

Mr. Wason introduced the identical proposition considered in the last convention, that became adopted, only to be again defeated in the referendum to the people.

Prior to opening of the convention the matter of granting suffrage to woman had been given much public attention, and the lines were tightly drawn. The question had assumed such proportions that a special committee, with the same membership and dignity of a standing committee, was created to consider the matter of suffrage. The able and ubiquitous Mr. Whitcher, of Haverhill, was made chairman. This was one of the

few committees to give public hearings. The attendance at these public hearings was large and enthusiastic, and stirring appeals made upon both sides. Mr. Donigan of Newbury, the former Concord attorney, in behalf of the committee, reported that it was inexpedient to amend the constitution as proposed. A minority of twelve, headed by Mr. Whitcher, reported that the resolution be agreed to. Mr. Whitcher moved that the minority report be substituted for that of the majority, and it was made a special order for the next day. In support of Mr. Whitcher's motion, earnest speeches were made by himself, Mr. Bean of Belmont, afterwards Secretary of State; Mr. Lyford, Mr. Stevens of Landaff, and Mr. Wason; and in opposition by Mr. Donigan, Mr. Mitchell, Rev. Howard F. Hill of Concord, Mr. Barney of Canaan, and Mr. Martin of Concord. These addresses all evinced much thought and careful preparation and were of exceptionally high order. Whether or not one agrees with the conclusion reached by Judge Mitchell, he cannot fail to be moved by the beautiful and eloquent tribute that he paid to woman. Mr. Whitcher's motion to substitute the minority for the majority report of the committee was defeated upon a yea and nay vote, 149 to 209.

Amending the Constitution—At each convention, from that of 1852 to 1912, there has been an aggressive and persistent attempt to adopt some method whereby amendments to the constitution of the State could be made without the intervention of a convention elected for that purpose. It will be recalled that when the entire work of the convention of 1852 had been repudiated by the people, an attempt was made to salvage something from the wreck, by again submitting to the electorate what were considered the three most popular and imperative amendments, one of those being a proposition to permit amendments to be originated in either branch of the Legislature. This amendment failed by a few votes only, of commanding the requisite two-thirds, showing greater strength than it has been able to command at any time since, although at each convention it has been advocated by able, resourceful men.

Three propositions quite similar were introduced by Mr. Flint, of Concord, afterwards mayor of his city; Mr. Cavanaugh of Manchester and Mr. Wadleigh of Milford, one of which in language is almost identical with the defeated proposition of 1852. These were all referred to the committee of the whole and considered together, and rejected.

Perhaps not in this, or any prior constitutional convention has there been a debate of greater interest than that to engraft upon our constitution the ideas and principles of initiative and referendum. This interest was awakened not alone by the forensic discussions of able and brilliant men of the convention; not alone by reason of its novelty, as it had already obtained a strong grasp upon the great and progressive States

of the far west, information of its operation and development having floated back to New England; not because of its direct or immediate effect upon our political or legislative operations, as for instance, the solving of our tax problems; but rather as marking an epoch in the great struggle that has been going on in the endeavor to bring power and authority nearer to the great mass of the people; the struggle that has been aggressive ever since the days of Hamilton and Jefferson. The adoption of the secret or Australian ballot, the primaries, election of United States Senators by popular vote, and universal suffrage, have together wrought a mighty change in political procedure, and led to the want of party solidarity as it exists today, and to the different type of men selected, so apparent at the present time.

Mr. Duncan of Jaffrey spoke at length in support of his resolution to incorporate into the constitution the principle of the initiative and referendum as practiced in several of the States, explaining particularly the features of the referendum in relation to bills passed or rejected by the General Court. He claimed that the initiative and referendum are based upon a clause of the Bill of Rights, which states: "All power residing originally in, and being derived from, the people, all the magistrates and officers of government are their substitutes and agents, and at all times accountable to them." Mr. Duncan in closing quoted from the poet Lowell which perhaps succinctly expressed his ideas.

> New times demand new measures and new men.
> The world advances and in turn outgrows
> The laws that in our fathers' time were best,
> And doubtless after us some purer scheme
> Will be shaped out by wiser men than we,
> Made wiser by the endless growth of truth.
> The time is ripe, and rotten ripe, for change.
> Then let it come. I have no fear of what
> Is called for by the instinct of mankind,
> Nor think I that God's world would fall apart
> Because we tear a parchment more or less.
> Truth is eternal; but her effluence,
> With endless change, is fitted to the hour.
> Her mirror is turned forward to reflect
> The promise of the future, not the past.

Mr. Duncan was followed by the youthful Rowe of Kensington, who has since become known to fame through his unique method of political campaigning. The original style of expression lent force to his contention, that the initiative and referendum cannot be carried out in practice: "That it is physically impossible, mentally impossible and dreamingly impossible"; and further, if put into practice "would mean a gradual breaking down of the law." He, too, closed his address with an improvised stanza of poetry:

> It's fun to dream, but dreams can't do it all, men;
> They help no doubt to cheer our saddened eyes,
> But, if we simply dream we're bound to fail, men,
> As sure as there's a God beyond the skies.

Messrs. Smith of Peterborough, Martin of Concord, Oakes of Lisbon, and Barton of Newport, denounced the resolution in emphatic terms as uncalled for, vicious, even revolutionary.

Messrs. Wolfe of Berlin, Wadleigh of Milford, Davis of New Ipswich, Stevens of Landaff, and Drake of Pittsfield, defended the resolution, pointing out where it would have been of great service in the past, and replying to charges that it is vicious or revolutionary. Upon one side it was contended that this radical change led to a pure democracy, that in a land of the proportion of ours, it was impossible of practical results, save the undoing of any respect for law; that history proved that all such great democracy had disappeared. The other side replies that the ideas of initiative and referendum in no way mitigate against our representative form of government, but would be a source of strength to it.

Judge Barton's motion that the committee rise and recommend that the resolution be not agreed to, after much parliamentary skirmishing, prevailed by a vote of 170 to 160, and in the convention upon a roll call, the report was accepted by a vote of 178 to 157.

Vote of the People—The people voted on the proposed amendments submitted by the convention at the presidential election of 1912. The amendment to cut down the size of the House of Representatives was defeated 21,399 to 10,952, lacking the two-thirds majority. The increase in the Senate was rejected by 19,443 to 13,931. Taxation of intangibles and timber was rejected by 23,108 to 12,636. The reason for the rejection of this amendment was the opposition of Samuel D. Felker and the Democratic leaders.

The inheritance tax amendment failed by 18,432 to 9,699. The public service corporation income tax amendment failed by 19,200 to 10,151 and the religious amendment was defeated by 16,555 to 14,315.

The amendment to qualify voters was passed by 22,383 to 8,322. Plurality vote was substituted for majority vote by 21,120 to 9,801. The pension amendment failed by 16,708 to 11,440. The court amendment passed by 18,606 to 8,291 and the councilor re-districting by 19,196 to 6,901. The Governor's veto amendment was defeated by 17,942 to 9,325.

Split in the Republican Party—The political campaign of 1912 was one of the most exciting in all New Hampshire's history. Governor Bass quit the Republican party and became head of the Bull Moose party which Roosevelt established after his defeat in the Republican National Convention. Before that split in the Republican party, the strife between Bass and the regulars gave hopes to the Democrats that they might carry the State.

Henry E. Burnham, whose second term in the Senate was drawing to a close decided not to be a candidate for reëlection. R. W. Pillsbury,

who had twice been defeated for Governor, was the first entry for Senator in the Republican party, quickly followed by ex-Governor Henry B. Quinby as the choice of the "organization." Governor Bass and Winston Churchill were tentative candidates of the Progressive faction and Henry F. Hollis, twice the Democratic nominee for Governor, was the candidate of the Democratic party. The "conservative" Democrats shied at Hollis and supported Clarence E. Carr and Oliver E. Branch of Manchester as likely candidates.

During the summer, the Progressives considered the idea of running Governor Bass for reëlection on the Republican ticket with the idea of getting him in line for Senator Gallinger's seat in 1914. The one-term precedent barred this strategy however and Franklin Worcester of Hollis, who had been a candidate for Governor in 1900, was the uncontested nominee of the Republican party for Governor.

Mr. Worcester was born in Hollis in 1845 and was a relative of Joseph Worcester, the world famous lexicographer. He had served in the Senate, but was a poor campaigner. He was a Dartmouth man and no graduate of that college had been Governor since Moody Currier in 1884.

Mr. Felker had been minority leader in the Legislature and was urged to run for Governor in 1910 but gave way to the customary second nomination of Mr. Carr. During the summer Governor Bass was one of the seven Governors who urged former President Roosevelt to again be a candidate for the presidency on the Republican ticket.

The contest between Taft and Roosevelt, two former friends, became the most bitter in the history of the country. President Taft campaigned in New Hampshire for renomination and addressed great throngs on March 19, 1912, at Manchester, Concord and Nashua. His local representatives were Fred E. Estabrook, national committeeman, and General Frank S. Streeter, former national committeeman. All the machine backed Taft, the Progressives backed "Teddy." Roosevelt campaigned in Dover March 23, and in April made a tour of the State under the local leadership of Governor Bass.

First Presidential Primary, 1912—Although the nomination of delegates to national conventions and the nomination of presidential electors were specifically excepted from the direct primary law of 1909, Governor Bass demanded a voluntary preferential presidential vote, which was granted without opposition by the Republican State Committee. It was held April 23; at the same time delegates were chosen to the Republican State Convention which assembled at Concord, April 30. An active campaign was waged, but Taft won by a strong majority, both in preferential vote and number of delegates. The preferential vote was 16,000 for Taft to 12,000 for Roosevelt. The convention delegates were 530 to 255 for Taft. The Democratic State Delegate Convention was held May 14, and a

resolution was adopted declaring it to be the sentiment of the convention that they should vote for Champ Clark as long as there was any chance for his nomination. The Democrats made no attempt at a presidential preference vote.

The direct primary for the nomination of State officers was held September 3. Subsequent to the primary, Governor Bass issued a public address stating that a Progressive party would be formed, and put in nominees for electors and for Governor, Congressmen, and some other State officers. This was done by petition, Winston Churchill, who had unsuccessfully sought the Republican nomination by a spectacular campaign in 1906, becoming the gubernatorial nominee.

Under the unamended constitution a majority rather than a plurality was necessary for an election, and there was no choice by the people. The election was therefore thrown into the Legislature of 1913. Eleven Senators were elected on the Republican ticket and nine on the Democratic, with no choice in four districts, because of the majority rule above alluded to. For the House, 208 representatives were elected as Republicans, and 197 as Democrats. Following the election, the Progressive party State committee advanced the claim that about 30 of those elected on the Republican ticket were Progressives and would not be bound to support the Republican nominees.

Vote for President, 1912—The vote for President in 1912 was:

Electoral Vote:		Total vote	N. H. vote
President—	Woodrow Wilson, Democrat	435	4
	Theodore Roosevelt, Progressive	88	
	William H. Taft, Republican	8	
Vice President—	Thomas R. Marshall, Democrat	435	4
	Hiram W. Johnson, Progressive	88	
	James S. Sherman, Republican	8	
Popular Vote:		Total vote	N. H. vote
	Wilson and Marshall, Dem.	6,291,196	34,724
	Roosevelt and Johnson, Prog.	4,121,908	17,794
	Taft and Sherman, Rep.	3,484,884	32,927
	Debs and Sidel, Soc.	890,062	1,981
	Chafin and Watkins, Prob.	207,936	535
	Scattering	26,842	

Electors—John C. Pattee, Roger G. Sullivan, Charles E. Tilton, Fred H. Brown.

The vote for Governor was:

Samuel D. Felker, Democrat	34,203
Franklin Worcester, Republican	32,504
Winston Churchill, Progressive	14,401
William H. Wilkins, Socialist	1,674
Alva H. Morrill, Prohibitionist	496
Total vote	83,278
Necessary for choice	41,640

Republicans Lose Congressmen—The Republicans not only lost the electoral vote for the first time in the history of their party, but they lost

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the State's representation in Congress for two years. "Cy" Sulloway was beaten in the first district by Eugene E. Reed who had run in 1910 and made inroads on the strength of the "Tall Pine." Reed had 18,888 votes and Congressman Sulloway had 17,363. Samuel O. Titus of Rollinsford, farmer candidate of the Bull Moose ticket polled 4,307, Michael B. Roth of Manchester, Socialist, had 856 and John H. Bliss of Hooksett, Prohibition, had 207.

In the second district Congressman Currier was defeated by Raymond B. Stevens by 21,794 to 17,961. Stevens was a young Democratic member of the Legislature and was reëlected to that office as well as to Congress the same day. He served in the Legislature until March 4 and then resigned and went to Congress. He had the support of the Progressive party as well as the Democrats.

Democrats Win Control—For the first time since 1852—a period of sixty years—the Democratic party found itself with a popular plurality in the State, controlling its electoral vote for President and Vice-President. It also cast a decided plurality of the votes for Governor, while at the same time the people voted to adopt the constitutional amendment providing that a plurality should elect in all cases. Whether or not the amendment went into effect so as to cover that election was a question upon which there might be an honest difference of opinion, but which was to be decided by the incoming Legislature when it came, in joint convention, to canvass the returns of the votes for Governor and councilors and declare the result. It might, or might not, as it pleased, submit the question to the Supreme Court for an opinion upon this point, and having secured such opinion, might or might not be governed thereby, as it chose.

Meanwhile the control of the Legislature itself was in dispute. Ten Republicans and ten Democrats were elected to the Senate, with no choice in four districts, while the House was claimed by both parties, the Republicans claiming all the "Progressives," variously estimated at from 20 to 45, while the Democrats claimed that the latter would act with them. Nothing but the ballot for speaker of the house would determine the actual status. For this office the Republicans had three candidates already in the field—Edward H. Wason of Nashua, Charles A. Perkins of Manchester and E. Percy Stoddard of Portsmouth. Dr. Charles A. Morse of Newmarket aspired to the Democratic nomination; while there was a very strong sentiment in many quarters favorable to the selection of William J. Ahern of Concord.

Interest in the final outcome of the November election, so far as the organization of the Legislature, the control of the State government and the election of a successor to Henry E. Burnham in the United States Senate were concerned, continued most acute until the Legislature met, on the first week in January and the situation was cleared up by positive

action. Until then speculation was rife and all sorts of claims and predictions were put forth.

As was generally understood and believed, neither of the two leading parties had chosen a majority in the house. One hundred and ninety seven members-elect were conceded to the Democrats, and the Republicans claimed all the rest of the 405 men making up the membership of that body. A few of these were nominated as "Progressives," and quite a number more nominated as Republicans at the September primary, before the Progressive party had decided to make any nominations, were claimed as Progressives by the State organization of that party. In fact it was claimed that there were some forty-five men in all who stood together and acted independently when the time for action came. It was measurably certain, however, that nothing could be accomplished without some arrangement or understanding between those representing one of the old parties, and the new party men, or so-called Progressives.

Legislature of 1913—At the opening of the session doubt persisted as to which party would be in control in either branch of the Legislature or in the executive department, though the Democrats had given their candidate for Governor a plurality of some 1,700 votes, and had elected two councilors by constitutional majorities, no candidate having a majority in either of the other three districts.

The Senate being tied, a temporary organization only could be effected there, and it was not till the second day that the House organized by the election of William J. Britton of Wolfeboro, the Progressive candidate, as speaker, the Democrats supporting him on the fifth ballot. He had received 27 votes on the first ballot. The organization of the House was followed by the choice, in joint convention, of the Democratic candidates in the four districts that had failed to elect Senators. The Senate then organized by the election of Enos K. Sawyer of Franklin, Democrat, as president; and, in joint convention of the two branches again, Samuel D. Felker of Rochester, the Democratic candidate, was chosen Governor; and the Democratic candidates were elected as councilors in the three districts that had failed to return majorities, making the council solidly Democratic.

It was maintained by many good lawyers, sustained by precedent, that the amendment should govern in the election at which it was adopted, and that Mr. Felker was legally elected Governor by the people. Other lawyers took the opposite view, and, on the whole, it being regarded as certain that Mr. Felker would be chosen by the Legislature if the matter went before it, it was not deemed expedient to claim his election at the polls. The choice went, therefore, to the Legislature, in joint convention of the two houses, with the result that Mr. Felker received 222 votes to 191 for Mr. Worcester.

GOVERNOR SAMUEL D. FELKER

CHAPTER XXXVI.

ADMINISTRATIONS OF GOVERNORS FELKER, SPAULDING, AND KEYES, 1913-1919.

Administration of Governor Samuel D. Felker, 1913-15—Henry F. Hollis Elected Senator, 1913—The "Long Legislature"—Personnel of the Courts—President Wilson's Summer Home—Fish and Game Reorganization—Board of Control of State Institutions—Thaw Extradition Case—Agriculture Encouraged—Isles of Shoals—Beginning of the World War—Franklin Pierce's Statue—Political Campaign of 1914—Edward H. Wason—Administration of Governor Rolland H. Spaulding, 1915-17—Legislature of 1915—Budget System—Lobby Investigation, 1915—Legislative Reunion—Children's Commission—Mexican Border Patrol—Political Campaign of 1916—Administration of Governor Henry W. Keyes, 1917-19—White Mountain Forest Reserve—Legislature of 1917—Water Power Survey—Special Congressional and Councilor Elections of 1917—Sherman E. Burroughs—The Weare Papers—Irving W. Drew Succeeds Dr. Gallinger as Senator—Constitutional Convention of 1918—Political Campaign of 1918—Edward J. Cummings—George H. Moses.

Samuel D. Felker—Samuel D. Felker, Governor in 1913 and 1914, is a native of Rochester, born April 16, 1859. He fitted for college at the famous New Hampshire Institution, and graduated from Dartmouth, *magna cum laude* in 1882. Deciding to enter upon the profession of law, he entered the office of Joshua G. Hall of Dover as a student, finally graduating from the Boston University Law School in 1887, in which year he was admitted to the bar in both Massachusetts and New Hampshire, and immediately located in practice in his native city.

In 1889 he served as a delegate from Rochester in the constitutional convention, and the following year was the Democratic condidate for Senator in the Somersworth District, so-called, being elected after a spirited campaign, and taking a prominent part in the legislation of the following session, in which he served as a member of the Senate Judiciary Committee as well as that on the joint committee on Revision of the Laws, the only Democrat ever elected from that district. He was his party's first candidate for Mayor of Rochester, after its incorporation as a city, in 1891, and in 1896 and 1897 was elected to that office. He was city solicitor of Rochester for fifteen years. He has also served several years as a member of the school board.

Mr. Felker was elected a member of the House of Representatives in 1908, and took a prominent part in the work of the following session,

being selected by the Democratic minority as their candidate for speaker, and accorded the recognition as floor leader which that nomination ordinarily carries. He was urged by many to become a candidate for the Democratic gubernatorial nomination in 1910, but declined to do so. He was reëlected to the Legislature that year, however, and again held his old position. He presided at the mass meeting in Concord on the occasion of the visit of Woodrow Wilson in 1911 and at the Democratic State Convention in May, 1912.

After his term as Governor, he became judge of the municipal court of Rochester by appointment of his successor, Governor Rolland H. Spaulding.

Contest for United States Senator—The Legislature failed to elect a United States Senator until after Senator Burnham's expiration, the Democrats standing almost solidly for their caucus nominee, Henry F. Hollis of Concord; the Republicans scattering their votes among various candidates at first, with Henry B. Quinby of Laconia in the lead, and finally centering upon Edward N. Pearson and John H. Bartlett, the Progressives, with ex-Governor Bass as their candidate, commanding twenty-one votes.

The Progressives and Democrats attempted to unite to elect a Progressive Senator. This attempt did not succeed, however, and a deadlock ensued which lasted from the middle of January until March 13, when Henry F. Hollis, Democrat, was elected. On the first ballot, January 14, the vote stood:

Henry F. Hollis	204
Henry B. Quinby	114
Rosecrans W. Pillsbury	59
Robert P. Bass	15
John M. Gile	7
Sherman E. Burroughs	7
Scattering	12

Balloting continued, once a day, until March 13, when, on the 43d ballot, Mr. Hollis was elected, the vote standing:

Henry F. Hollis	189
John H. Bartlett	121
Henry B. Quinby	18
Edward N. Pearson	14
Robert P. Bass	12
Sherman E. Burroughs	5
Scattering	15

Henry French Hollis—Henry French Hollis was born in West Concord, August 30, 1869. On his father's side he is in the seventh generation from John Hollis, a resident of Weymouth, Massachusetts, in the seventeenth century; and on his mother's side in the tenth generation from Edward French, who came from England to America in 1637.

Major Abijah Hollis, while at home on a furlough because of wounds

SENATOR HENRY F. HOLLIS

received in action, married, at Cambridge, Massachusetts, July 4, 1864, Harriette VanMater French, sister of Daniel Chester French, the eminent sculptor, and daughter of Henry Flagg French of Chester, distinguished jurist, agriculturist and public official. Their second son, Henry F. Hollis, attended the public schools of Concord and graduated from the high school in the class of 1886 and in 1887 he was employed by the Chicago, Burlington & Quincy Railroad in civil engineering work between Denver and San Francisco. Returning east, he finished his preparatory school work at Concord, Massachusetts, and in September, 1888, entered Harvard College and graduated in June, 1892, with the rare distinction of *magna cum laude* rank.

So far had he progressed with his legal studies at Cambridge that he needed only a few months in the law offices of William L. Foster and Harry G. Sargent to complete his preparation for the New Hampshire bar, to which he was admitted in March, 1893.

From 1893 to 1899 Mr. Hollis was associated in partnership with Mayor Sargent and with Edward C. Niles. For a further period of six years, or until 1905, he was the partner of Attorney-General Edwin G. Eastman, the firm maintaining offices in Exeter and Concord. Then, for a few years, he practiced alone until, in 1910, one of the strongest and most successful law firms in the State was formed by Mr. Hollis, James W. Remick, former justice of the Supreme Court; Alexander Murchie, city solicitor of Concord; Robert Jackson; and Robert C. Murchie.

His first political candidacy was for Congress in the second district in 1900, when he had but just passed his thirtieth year; and this he followed in 1902 by becoming the candidate of his party for Governor of the State, making a second run for this same office in 1904. He was Senator from 1913 to 1919 and since then has practiced law in Paris, France.

Legislature of 1913—The Legislature ratified the seventeenth amendment, providing for the direct election of Senators. A woman suffrage bill was defeated in the House on March 18. The House of Representatives on April 16 expelled Clifford L. Snow of Manchester for attempting to sell his vote, the only instance of expulsion in the history of the State.

The Legislature enacted the following important measures: An act authorizing the public service commission of the State to establish rates on railroads; a measure creating a legislative reference bureau for the assistance of legislators; a mothers' pension law; a family desertion act; laws to assist in the suppression of tuberculosis; a measure providing for medical inspection of pupils in public schools; an act limiting the hours of labor in certain occupations for women and minors to eleven and one-quarter hours per day and fifty-five hours per week; a measure establishing a board for the arbitration of labor disputes; and an enactment providing for the registration of foreign corporations doing business in the State.

Longest Legislative Session—It was the second longest session in the history of the State, and in some respects the most unsatisfactory, since the amount of beneficial legislation was not commensurate with the time occupied. The undue length of the session was attributable to the protracted contest over the United States senatorship and the introduction at a late day of partisan measures that should have come in earlier, if at all. Among other measures of most importance enacted, were those abolishing all boards of trustees of State institutions, establishing a board of control and providing for a purchasing agent by whom all supplies for the various institutions shall be purchased; appropriating $300,000 for State highways of which $200,000 was toward the completion of the north and south trunk lines already under way, and $100,000 toward a southern cross-State line, from Walpole to Portsmouth; reorganizing the bank and fish and game commissions, so that each shall include only one commissioner; abolishing the board of agriculture and providing for a commissioner of agriculture, at a salary of $3,500 per year in place of the secretary of the board at $1,500; increasing the salaries of the justices of the supreme and superior courts to $4,500 each; abolishing all the police courts and establishing fifty-four district courts to cover the entire State; re-districting the State for the election of both councilors and Senators, and providing for the election of delegates to national political conventions by direct vote of the people.

Judge John Kivel—The Governor and council filled the vacancy on the bench of the Superior Court by the appointment of John Kivel of Dover, who had been a member of the State board of license commissioners since the establishment of that body six years previously. Mr. Kivel was a native of Dover, born April 29, 1855. He graduated from Dartmouth College in the class of 1876, studied law with Frank Hobbs of Dover, was admitted to the bar in 1879, and had since been engaged in practice in that city with great success. He was recognized as among the ablest lawyers in the State, and three times elected solicitor of Strafford County. In 1917 he became chief justice and served until his death in 1924.

Judge John M. Mitchell—John M. Mitchell, judge of the Superior Court, died at his home in Concord, March 4, 1913. He was born in 1849 in Plymouth. He practiced law with Harry Bingham until the latter's death in 1900. He was solicitor of Grafton County from 1879 to 1881, when he moved to Concord and became a member of the Legislature and a delegate to the constitutional conventions of 1902 and 1912. He was State Railroad Commissioner from 1888 to 1891 and was Democratic candidate for United States Senator in 1903. He was appointed on the bench by Governor Quinby to succeed Charles F. Stone who died.

Wilson's Summer Capitol—President Wilson became a resident of New Hampshire in the summer of 1913, when he leased the residence of Winston Churchill in Cornish which was known as Harlakenden House. This became the summer capitol of New Hampshire. It had been purchased by Mr. Churchill in 1898 and the house itself was erected soon after at a cost of $40,000. The house was named after Mrs. Churchill and President Wilson secured the property on account of the author and his wife going to Alaska. Mr. Churchill had a small cottage on the place fitted up as a studio for Mrs. Wilson. Often she would spend most of her day there painting landscapes.

Fish and Game Department—The fish and game department was created in 1865 by the Legislature after an investigation had been made of the subject by a select committee on fisheries. The members of the select committee were A. Herbert Bellows of Walpole, John C. Bickford of Manchester, Edward P. Parker of Littleton, Harry Bingham of Littleton, Samuel H. Quincy and William H. Hackett of Portsmouth, Joseph Q. Roles and James P. Upham of Manchester, and George W. Sumner and Edward Spaulding of Nashua.

The commission consisted of two members until 1874, when it was increased to three. In 1913 the department was reorganized and the number of commissioners decreased from three to one. The following is a list of the commissioners from the beginning, with the residence and term served of each:

Commissioner.	Term Served.
A. Herbert Bellows, Walpole	1866–71
Winborn A. Sanborn, Gilford	1866–71 73–76
Thomas E. Hatch, Greenland	1871–73 74–76
William W. Fletcher, Concord	1871–76
Oliver H. Noyes, Henniker	1876–77
John S. Wadleigh, Laconia	1876–77
Andrew C. Fifield, Andover	1876–77
Samuel Webber, Charlestown	1877–83
Albina H. Powers, Grantham	1877–83
Luther H. Hayes, Milton	1877–89
George W. Riddle, Manchester	1883–93
Elliott B. Hodge, Plymouth	1883–93
John H. Kimball, Marlborough	1889–92
Willard H. Griffin, Henniker	1892–96
William H. Shurtleff, Lancaster	1893–1902
Nathaniel Wentworth, Hudson	1893–1913
F. L. Hughes, Ashland	1896–1902
Charles B. Clarke, Concord	1902–13
Merrill Shurtleff, Lancaster	1902–10
Frank P. Brown, Whitefield	1910–13
Frank J. Beal, Plymouth	1913–16
George A. McIntyre, Milford	1916–19
Mott L. Bartlett, Concord	1919–

Board of Control—One policy of the Democratic administration was to consolidate the control of State institutions in a single board known

as the board of control. The members of this board were Governor Felker; William J. Ahern, secretary of the board of charities and corrections and Democratic leader of the Legislature; Dr. George W. McGregor, member of the Governor's council from Littleton; Benjamin W. Couch of Concord; and George W. Fowler of Pembroke, who was also State purchasing agent.

New Judges Named—Robert M. Wallace of Milford, Chief Justice of the Superior Court, resigned in 1913 and Robert G. Pike of Dover was appointed in his place. George H. Bingham, judge of the Supreme Court, was appointed on the United States Court by President Wilson, and, to take his place, William A. Plummer of Laconia, one of the judges of the Superior Court, was promoted to the Supreme Court. To take the place of Judge Pike on the Superior Court, the Governor appointed Oliver E. Branch of Manchester, son of Oliver W. Branch, who had been the Democratic candidate for United States Senator. To take the place of Judge Plummer on the Superior Court, the Governor appointed one of his own council, William H. Sawyer, of Concord, which occasioned considerable partisan criticism by the Republican newspapers. When the Republicans came into power at the next Legislature, a law was passed which prohibited in the future the members of the Governor's council from appointing any of their own membership to salaried positions.

Harry K. Thaw—Harry K. Thaw, who had been convicted for the murder of Stanford White, the eminent New York architect, succeeded in getting out of prison and made his way first to Canada and then to New Hampshire. He took up a residence at the Eagle Hotel in Concord with a large retinue of relatives, lawyers and retainers, and an effort was made to get him back into the State of Pennsylvania. His extradition was sought by the State of New York as a fugitive from justice, but the claim was set up that he was insane, and no precedent existed for the extradition of an insane person from this State. If Thaw was not insane, it was claimed that New York had no claim upon him whatever. The case dragged along for several months and at one time the hearings were conducted in the Senate chamber in the New Hampshire State House.

Thaw killed Stanford White in New York, was tried for murder and the killing proved, but he was found not guilty by reason of insanity. In accordance with the law, and as a part of the court proceedings, he was committed to Matteawan insane asylum from which, after a while, he escaped by the aid of some of his keepers and found his way into New Hampshire.

The New York authorities could easily have secured his return if they had chosen the straight path.

They might have sent authorized agents who could have taken Thaw

without process; notifying Governor Felker of their rights and asking him to prevent interference, which he would have done.

The Governor of New York could have informed Governor Felker of the facts and that Thaw was "fleeing from the justice" of New York and that his return was demanded under the constitution of the United States, and Governor Felker would have sent him back promptly. Instead of doing either of these things the Governor of New York informed the Governor of New Hampshire that Thaw had committed a new crime by escaping, that he had conspired with other men to pervert the administration of law in New York, and that therefore New Hampshire must send him back, not as an old lunatic fleeing from justice, but as a new criminal, a conspirator to hinder justice. Naturally the question raised the doubt in New Hampshire whether if Thaw was insane he could commit a new crime by running away, and Governor Felker hesitated. Attorney-General Carmody asserted that Thaw might have committed the new crime in a lucid interval—at any rate, the Governor must send him back because New York said the running away of Thaw was a criminal act which New York chose to try to punish as such.

While Governor Felker thus hesitated Thaw applied to Justice Edgar Aldrich of the local United States Court in New Hampshire for a writ of habeas corpus, which of course he was obliged to grant; so the Governor and the judge amicably both held Thaw within their jurisdictions.

After leisure, customary when fees are large, the Governor decided to err, if at all, on the safe side, and ordered Thaw sent to New York, thus leaving him in the hands of the judge.

The hearing was given before Judge Edgar Aldrich and with it went a petition for admission to bail. During his stay in Concord, Thaw was under official surveillance. The New York Legislature attempted to make an investigation of the methods resorted to by the friends of White to bring Thaw back to New York.

The Harry Thaw case continued to agitate the public during 1915. Judge Aldrich, after extended hearings, granted the petition for habeas corpus on April 15 and an appeal was taken to the United States Supreme Court. While this appeal was pending, Thaw was under the custody of Sheriff Drew of Coos County, who removed the distinguished prisoner and his retinue from Concord to the White Mountains to spend the summer. After that, Thaw leased a residence on Elm street in Manchester and enjoyed the winter with a considerable degree of freedom.

The ruling of the Supreme Court was that he should be returned to New York for trial on the charge of conspiracy. This decision was hailed as a victory for law over money. But Thaw's lawyers did not concede even then. A petition was circulated for intervention by Congress, but this proved to be of no avail and Thaw was finally returned to the Tombs in New York City. An effort was then made to secure his removal back

to New Hampshire, but this was not successful, and, after considerable litigation, the murderer was finally set free and sent to Philadelphia.

Department of Agriculture Established 1914—The Governor and council, in 1914, organized the new Department of Agriculture provided for by the Legislature at the last session by the act abolishing the old Board of Agriculture, which had been in existence since 1871, consisting of one practical farmer from each county and a secretary elected by the board; and establishing a Department of Agriculture, with a commissioner at its head, at a salary of $3,500 per annum, with an advisory board, consisting of two members from each of three districts into which the State is divided, who receive $4 per day each, and expenses for such time as they are actually engaged. Andrew L. Felker of Meredith was named as commissioner, and J. W. Sanborn of Gilmanton, Richard Pattee of Laconia, Herbert O. Hadley of Peterborough, Etna J. Fletcher of Greenfield, S. O. Titus of Rollinsford and Ernest B. Folsom of Dover were made the advisory board. Mr. Felker had been lecturer of the State Grange the last four years, and was made overseer at the 1913 annual meeting though supported by the best farmers in the organization for master. This place was sought by Richard Pattee of Laconia, who was one of the persistent advocates of the act by which it was established, while Mr. Felker himself opposed it.

Mr. Felker, although a Democrat, has been retained in office by Republican administrations ever since. The first State agricultural head was James O. Adams of Boscawen who served from 1871 to 1887. He was succeeded by Nahum J. Batchelder of Andover who served from 1887 to 1913, during part of which he was also Governor. In the interim from 1913 to 1914 the office was filled by Daniel W. Badger of Portsmouth, a Democratic member of the Governor's council.

Fifty-five Hour Law—On January 1, 1914, the hours of labor for women and children were reduced from 56 to 55 hours a week. This limit was afterwards reduced to 54 hours, where it has since remained. Several sessions of the Legislature have been the scenes of controversy over the reduction from 54 to 48 hours, but the sentiment of the rural members of the Legislature has been opposed to any further reduction, because of the handicaps which would be placed on manufacturers in the textile industries who have competition with mills in the south where labor is employed 54 or more hours a week.

The public service commission approved the increased passenger rates on steam railroads by an order issued December 30, 1914. In 1915, a bill to reorganize the Boston & Maine Railroad was brought into the Legislature and rejected on April 16.

Tucke Monument Dedication—In July, 1914, the John Tucke monument on the Isles of Shoals was dedicated in honor of the first pastor of

NEW HAMPSHIRE QUALITY APPLES

the Church of Gosport who ministered in this picturesque place for forty years prior to the Revolutionary War. The monument was given by Edward Tuck, New Hampshire's foremost philanthropist. At the same time a memorial was dedicated to Captain John Smith, the discoverer of the Isles of Shoals exactly 300 years ago in 1614.

History of the Isles of Shoals—Star Island, in the Isles of Shoals off the New Hampshire coast, once the distributing point for the American colonies and ocean commerce, has been taken over by the Unitarian Church and dedicated to the enterprise of holding summer religious conferences and institutes.

The first of these conferences took place in the summer of 1897 and from a small beginning, the scope and policies of these meetings have expanded in recent years until now practically a "capacity attendance" gathers either under Unitarian or Congregational auspices at the series of church gatherings.

The feature of the island is the old stone chapel built in 1790, for in the belfry of this ancient chapel the bell rings each night at 9 o'clock in perpetuation of a custom older than the republic.

At the first ringing of the bell candles are lighted by the worshipers who enter the chapel for the night service, lighting their way up the rocky approach by candle light. Inside the church the lanterns that hold the candles are hung on crosses projecting from the wall. The "candle light service" is simple and impressive. A visitor might infer from the location of the church and the nature of the service that fisherfolk or members of an isolated community compose the congregation, but the fact is that people, young and middle aged, from all parts of the country, have come to the Isles of Shoals and delight in nightly attendance at the "candle light service."

It is the only island in the world that is exclusively devoted to religious education. The summer services begin early in July when the Unitarian Church holds its conferences there for two weeks, with delegates in attendance from all the principal Unitarian centers of the country. The next two weeks in July are given over to the Unitarian Young People's Religious Union. The first two weeks in August is the time set apart for the Unitarian Laymen's League Institute for Religious Education and the last half of August belongs to the Congregational Summer Conferences.

At the present time, at the Institute for Religious Education, there are nearly 300 young people representing more than half the States of the Union and several provinces of Canada. Its purpose it to train laymen in the denomination to be leaders.

Prior to its acquisition by the Unitarian Church, in coöperation with the Congregational societies, Star Island and the Isles of Shoals as a

group had a romantic history. There is said to be no doubt that in the earliest periods of commerce with this continent, the Isles of Shoals were a prosperous shipping settlement and the abode of energetic fishermen and their families. During the entire sixteenth century fishing vessels came both from the mainland and from foreign ports.

The candle light service of today harks back to those days when the men and women of Star Island fishing colony lighted their lanterns, wended their way up the rocks to the church and, with their minister, prayed for the safe return of father, husband, and brother from the fishing grounds. There was undoubtedly on this island once a prosperous town, of which no trace now remains except the old church and the village well.

The name of this town was Gosport which is said to be the entymological result of "God's Port" or "Gossip Port," it is not known which. In 1614, according to a definite record, Captain John Smith visited the islands and the Pocahontas affair, told in American legends, is said to have taken place not in Virginia as has been told, but on the banks of the Piscataqua River on the mainland of New Hampshire. During fifteen years after Captain Smith's exploration of the islands, fishing establishments and communities were set up on Star, Smutty Nose, Cedar and Appledore islands in the Shoals group.

"A goodly realm!" said Captain Smith,*
Scanning the coast by the Isles of Shoals,
While the wind blew fair, as in Indian myth
Blows the breeze from the Land of Souls;
Blew from the marshes of Hampton spread
Level and green that summer day,
And over the brow of Great Boar's Head
From the pines that stretched to the west away;

And sunset died on the rippling sea,
Ere to the south, with the wind, sailed he,
But he told the story in London streets,
And again to Court and Prince and King;
"A truce," men cried, "to Virginia heats;
The North is the land of hope and spring!"
And in sixteen hundred and twenty-three
For Dover meadows and Portsmouth river,
Bold and earnest they crossed the sea,
And the realm was theirs and ours forever.

In 1635 part of the islands, including Star Island, were made a part of New Hampshire and the others were annexed to Maine. On the Maine islands women were not admitted until 1650 when an order was issued by the General Court at York that "as the fishermen at the Isles of Shoals will entertain womenhood, they have liberty to sit down there, provided that they shall not sell neither wine, beare nor liquor."

Between 1650 and the outbreak of the Revolutionary War in 1775, the Isles of Shoals were an important distributing center of maritime commerce. The first news of important European events such as the behead-

*From Edna Dean Proctor's poem, "New Hampshire."

NEW QUEEN CITY BRIDGE, AT SOUTHERN APPROACH TO CITY OF MANCHESTER
Courtesy of Manchester Chamber of Commerce

CHURCH AT THE ISLE OF SHOALS, SEVEN MILES AT SEA OFF NEW HAMPSHIRE

ing of King Charles I in 1649 was brought to New England from the Isles of Shoals, and English newspapers of the late seventeenth century carried American correspondence from their reporters who were at Gosport. Gosport was in fact, for many years, the "Gossip Port" of the new world. The reason why Star Island obtained and has always maintained the ascendancy over other islands in the group is because it has the roomiest harbor.

The decline of the islands as a shipping port came when the collection of customs was moved from the islands to the mainland. The islands rapidly degenerated into a smuggling port and their inhabitants gradually thinned out in numbers and sank into squalor and shiftlessness.

There is a north sea wall shutting the waves out of the harbor that is said to have been built during this period of decadence by one Samuel Haley of Smutty Nose Island who found four large bars of silver in the hidden treasure of an oldtime sea rover. Two other walls were built a century after by the United States government so that now the harbor is suitable for large vessels.

The population of the islands was entirely wiped out at the beginning of the Revolutionary War when an order was issued by the revolutionary authorities of New Hampshire which required everybody to remove to the mainland to prevent capture by the British Navy. The meeting house on the Star Island was built in 1720 out of the timbers of Spanish vessels cast upon the mainland to take the place of the first meeting house which is said to have been built at an exceedingly early but unknown date. In the winter of 1790, the few fishermen who returned to inhabit the island after the Revolutionary War became destitute of fuel and they tore down this second meeting house and burned the timber in their fireplaces.

This was regarded as an act of sacrilege and Godless vandalism by the people of New Hampshire and Massachusetts and in 1800 the Rev. Jedediah Morse of Charlestown, Massachusetts, and Dudley A. Thyng of Newburyport, Massachusetts, and others built a new meeting house. The material used in the new edifice was stone, which could never be torn down and burned and it is this stone church which is now known as the "old stone chapel" and which is headquarters for many important conferences and the nightly scene of the candle light service. The pews in the church are of hard pine adorned with the frescoes of vessels under full sail.

With the decadence of the Islands during and after the Revolution, the religious life of what inhabitants remained declined sharply and for seventy years missionaries were sent regularly to the islands by the Society for the Propagation of the Gospel Among the Indians and Others in North America.

The importance of the islands as a summer resort dates from 1839

when one Henry B. Laighton became keeper of a lighthouse on White Island. He entertained tourists who sought the islands for their scenic beauties and for the benefits of isolation. The lighthouse keeper afterwards moved to Appledore Island, founded a colony of cottagers and finally built a large hotel. In 1873 the first hotel on Star Island was built by John R. Poor, the manufacturer of Poor's mustard. Mr. Laighton passed away in 1865 and his sons continued and developed the tourist business, Oscar Laighton being the most recent representative of the family on the islands.

Celia Thaxter was one of the early cottagers on the Islands and among other literary people who have summered there were Lowell, Aldrich, Hawthorne and Whittier. The popularity of the islands as a summer resort for pleasure and recreation declined sharply at the close of the nineteenth century when golf, tennis and outdoor sports came into demand, and no facilities are available on the islands for these things. It would be impossible to build a golf course on any of the group of islands and the summer hotel business diminished and the islands entered upon their present phase of activity as a place of religious conference and meditation and worship.

In 1895 Thomas H. Elliott, honorary president of the Unitarian Summer Meetings Association, while visiting on the islands with his wife, conceived the idea of dedicating their use to religious conferences, and he interested the Unitarian denomination in his effort with the result that the first meetings were held in 1897 and from that beginning they have grown into a position of real importance in the religious life of America.

Beginning of the World War—The war which began in July, 1914, immediately brought prosperity to New Hampshire industries, particularly in the textile and shoe lines. The mills and factories received large orders in the fall of 1914 and throughout 1915 for the manufacture of cloth for uniforms, tents, army shoes, and all sorts of materials used by the several armies. One shoe manufacturing company supplied shoes for the soldiers of Russia, Italy, Germany and France at the same time, and thousands of pairs were even shipped by mail to the Czar's forces on the eastern front.

The New Hampshire Peace Society, which was a branch of the American Peace Society, held several meetings and passed resolutions, beginning with those on the Mexican situation in 1914.

When the Legislature met in 1915, Senator Adolph Wagner of Manchester presented a resolution to stop the sale of war materials, Senator Wagner being of German descent. The resolution was opposed on the ground that New Hampshire manufacturers should be permitted to sell anything they could to the allied armies, because without such supplies the Germans would have an easy victory. The Wagner resolution was rejected by the State Senate, nobody voting for it but Senator Wagner himself on February 4, 1915.

OCEANIC HOUSE, ISLE OF SHOALS

APPLEDORE HOUSE, ISLE OF SHOALS

On December 9 of the same year General Leonard Wood, a native of Cheshire County, and afterward a candidate for the presidency as New Hampshire's favorite son, delivered an address at the State College at Durham in favor of more preparedness by the United States. This question of preparedness was discussed on all sides because of the general feeling that the United States might be drawn into the war. The State took no official stand on the foreign relations, however, until October, 1917, when the New Hampshire Public Safety Committee, a semi-official organization, condemned the attitude of Senator Robert M. LaFollette of Wisconsin, which action was in effect a declaration against the policy of non-interference.

The Pierce Statue—On the twenty-fifth day of November, 1914, forty-five years after the death of Franklin Pierce, lawyer, soldier, statesman, fourteenth president of the United States, and the only son of New Hampshire to attain that exalted position, a statue of that distinguished servant of the people, erected in his honor by the State which gave him birth, was formally dedicated. This statue was provided for by an act of the Legislature, and erected under the direction of the Governor and council, who called a committee of citizens, consisting of Frank P. Carpenter, Clarence E. Carr, Edgar Aldrich, William E. Chandler and David E. Murphy into consultation and coöperated with them in planning and carrying out the work, which was designed and executed by Augustus Lukeman of New York. It stands in front of the State House.

The statue is a massive bronze figure, standing on a pedestal of Concord granite, five feet square. It represents President Pierce in an easy and graceful standing position, in civilian's dress, but with a military cloak over his shoulders.

The likeness is pronounced excellent by those who remember the face and figure of the President.

Political Campaign of 1914—When the political campaign of 1914 opened, it was undecided whether Senator Gallinger would again be a candidate for reëlection. In case he should retire, it was thought that James O. Lyford of Concord, who was then naval officer at Boston, might enter the race for the Republican nomination, and John H. Bartlett, who had been the candidate in 1913 against Hollis, was also considered. The Democratic possibilities were Raymond B. Stevens of Landaff, who was then a member of Congress; Governor Samuel D. Felker, Clarence E. Carr, Gordon Woodbury, William J. Ahern, and Eugene E. Reed, who was also a member of Congress.

For the governorship, Charles S. Emerson of Milford was brought forward as the regular Republican candidate, and R. W. Pillsbury of Manchester again entered the field as an anti-machine candidate. On the Democratic side, John C. Hutchins of Stratford, a member of the

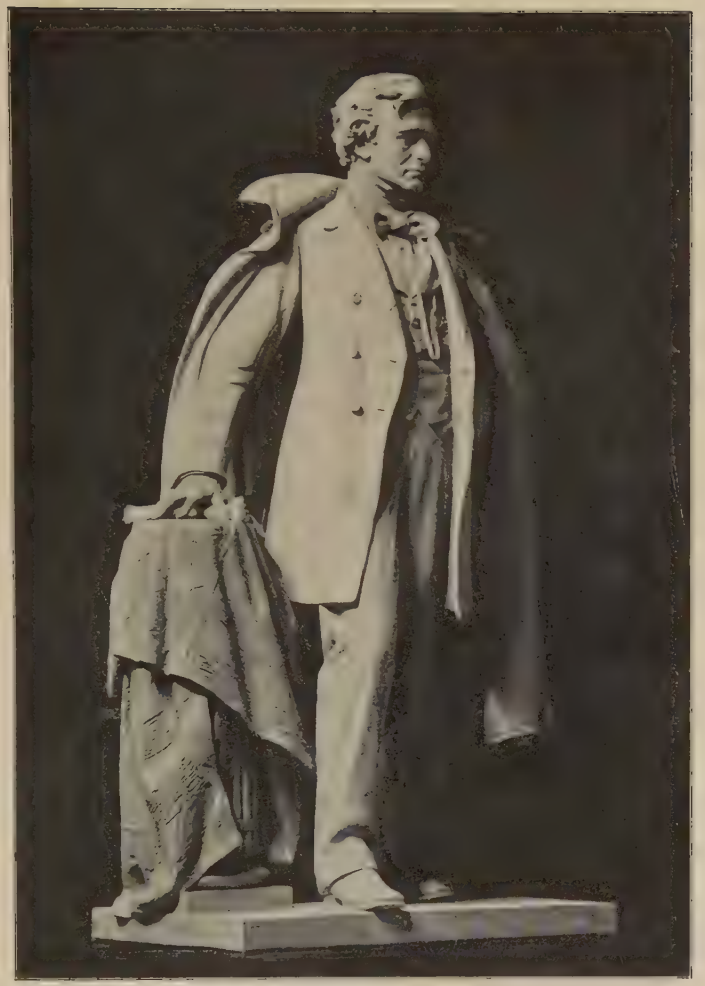
State Senate, and John B. Jameson of Antrim, chairman of the Democratic State Committee, were considered likely candidates. Mr. Emerson withdrew as Republican candidate for Governor and the organization then supported Rolland H. Spaulding of Rochester who had been active in the campaign of 1912 as a "Taft Progressive." Mr. Hutchins was opposed at the primary by Albert W. Noone of Peterborough, a member of Governor Felker's council, and Governor Felker himself, who declined to be a candidate for renomination, suggested Frank P. Carpenter of Manchester as the logical man for the Democrats to bring forward.

Senator Hollis supported Congressman Stevens for the nomination for Senator and he was endorsed by the Progressive party. Senator Gallinger was nominated for a fifth term without any opposition in the Republican primary.

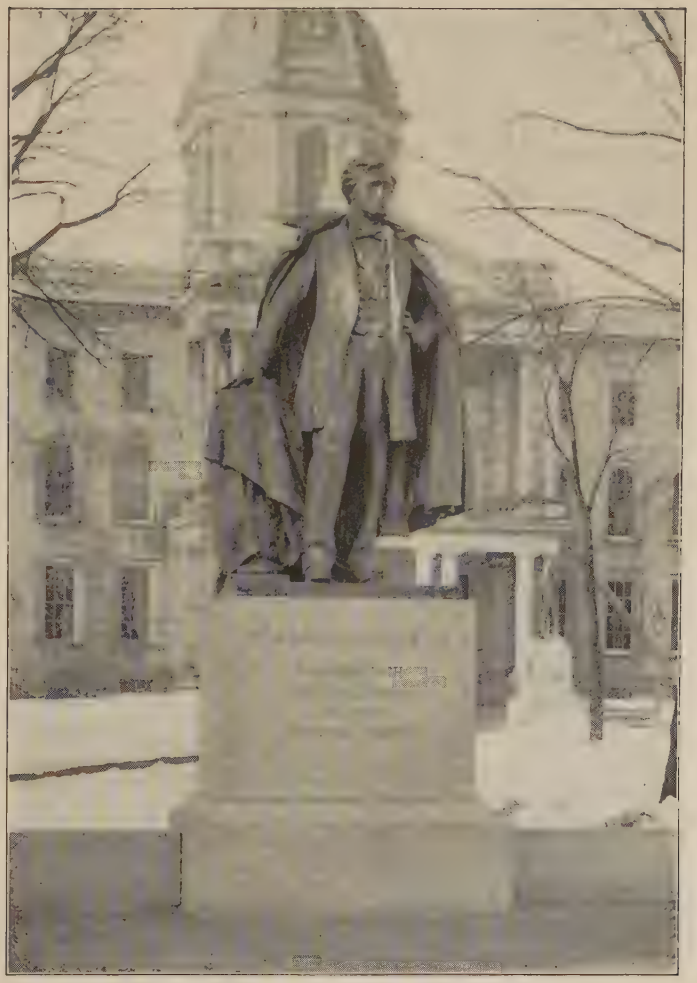
On May 23, a conference of the Progressive party was held at Manchester, at which it was decided, with the approval of Mr. Bass, not to amalgamate with any other party, but to put an independent ticket in the field again. George H. Moses returned from Greece, where he had been United States Minister since the beginning of the Taft administration, and he was mentioned for the Republican nomination for Governor, but declined to run and supported Mr. Spaulding. During the primary campaign, R. W. Pillsbury challenged Mr. Spaulding to a discussion of the issues, which the latter declined.

In the congressional districts the Republicans again nominated Cyrus A. Sulloway after a three-cornered contest in the primary, in which Rufus N. Elwell of Exeter and Frederick W. Shontell of Manchester were candidates, and the Democrats renominated Congressman Reed. In the second district, the Democratic candidates to succeed Congressman Stevens were Charles J. French, mayor of Concord, and Enos K. Sawyer, president of the State Senate; and the Republican candidates were Edward H. Wason of Nashua and Charles G. Shedd, former mayor of Keene. Congressman Stevens was opposed for the senatorial nomination by Calvin Page of Portsmouth, and William H. Barry, former mayor of Nashua. This was the first primary election in which candidates for Senator were named directly by the people. The Progressive nominee for Senator was Benjamin F. Greer of Goffstown and that party's candidate for Governor was Henry D. Allison, who had been a member of the Legislature from Dublin. During the campaign most of the Republicans who left the party in 1912 to join the Progressive party returned to the fold and insured the success of the regular Republican ticket.

Rolland H. Spaulding defeated R. W. Pillsbury for the Republican nomination for Governor by 11,900 to 7,393. John C. Hutchins was defeated for the Democratic nomination, although he had the support of the Democratic leaders, by Albert W. Noone, by a majority of 2 votes. The tallies stood 5,356 to 5,354. Notwithstanding the closeness of this



FRANKLIN PIERCE



PIERCE STATUE IN STATE HOUSE YARD

result, Mr. Hutchins did not ask for a recount but decided to wait two years and make another effort, which he did with more satisfactory results to himself in the primary of 1918. For the Democratic nomination for Senator, Congressman Stevens had 4,919, Calvin Page 2,996, and William H. Barry 2,564.

For Congressman, Mr. Sulloway was renominated with 5,405 compared with 2,932 for Rufus N. Elwell of Exeter, and 1,952 for Frederick W. Shontell of Manchester. In the second district Edward H. Wason had 4,802, Charles G. Shedd, former mayor of Keene, had 2,308 and George L. Whitford of Warner had 1,493. For the Democratic nomination, Mayor Charles J. French of Concord had 3,130 and Enos K. Sawyer of Franklin had 1,671. The Progressive party nominated Frederick W. Shontell, who was defeated in the Republican primary, for Congressman in the first district, and George A. Weaver of Warner in the second district. The Republican State Convention met in Concord September 25 and organized with Dwight Hall of Dover as chairman of the Republican State Committee and William F. Thayer of Concord as treasurer. The Democratic State Convention met September 29 at Concord and endorsed the Wilson administration. They also endorsed Governor Felker's administration as the first in ten years that did not issue any bonds and the only administration during that period that decreased the public debt. George E. Farrand of Concord was chairman of the State committee, Robert C. Murchie of Concord, secretary, and William H. Barry of Nashua, treasurer. The Progressive party continued with William Savacool of Manchester as chairman and member of the Progressive Committee, and John R. McLane of Manchester as secretary.

Following Mr. Chandler's retirement from the Senate, Senator Gallinger's supremacy in New Hampshire became unquestioned. Two reëlections came to him by unanimity and another was won by a secure margin. This contest was the Senator's sunset campaign. He was in his seventy-eighth year; he was running for the first time in a primary and in a popular election of a Senator; he was seeking a fifth term; and it was at a time, within easy recollection, of the Republican division of two years before. His opponent was young, but no younger in spirit than his antagonist.

The vote at the election was as follows:

For Governor.

Rolland H. Spaulding, Republican	46,013
Albert W. Noone, Democrat	33,674
Henry D. Allison, Progressive	2,572
John P. Burke, Socialist	1,423
Scattered	26

For Senator.

Jacob H. Gallinger, Republican	42,113
Raymond B. Stevens, Democrat	36,382
Benjamin F. Greer, Progressive	1,938
William H. Wilkins, Socialist	1,089
Scattered	6

Mr. Sulloway was returned to Congress in the first district by 25,651 to 19,140 for Mr. Reed. Mr. Shontell, the Bull Moose candidate had 917, and W. D. Wirt had 561. In the second district, Mr. Wason was elected by 21,793 to 16,101 for Mayor French, 1,409 for Mr. Weaver, and 493 for Napoleon Carriveau, Socialist.

Rolland H. Spaulding—Rolland H. Spaulding was born at Townsend, Massachusetts, March 15, 1878. He was the youngest son of Jonas Spaulding, a fibre board manufacturer. One of his brothers was Huntley N. Spaulding, Governor in 1927 and 1928. Rolland Spaulding, after graduation at Phillips Andover Academy in 1893, entered into business with his father and two brothers. They began the manufacture of fibre board at Milton, and a few years later erected large plants at Rochester and North Rochester, still later adding another large plant of the same sort at Tonawanda, New York, all being conducted under the firm name of the J. Spaulding & Sons Company. The Governor has lived in North Rochester since the plant was built there.

His first real taste of "practical" politics was at the legislative session of 1907 when the Spaulding-Jones bill, providing a charter for a dam at Reed's Ferry intended to develop water power for electrical purposes, passed the House, but was killed in the Senate.

His experiences at that time made him sympathetic with the propaganda of the Progressive element of the Republican party and he entered heartily into their reform movement, working with them until the split in 1912.

Congressman E. H. Wason—Edward H. Wason was born in New Boston September 2, 1865. He was a great-grandson of James Wason of Ireland who emigrated to Portsmouth and later lived in Hudson. Congressman Wason's father was George A. Wason, who was born in 1831 and was the second master of New Hampshire State Grange and a member of both branches of the New Hampshire Legislature. He died in Nashua in 1906. Congressman Wason was educated at Francestown Academy and the University of New Hampshire, from which he graduated in 1886. He studied law with George B. French and became associated as a practicing lawyer with Thomas F. Moran. He was sergeant-at-arms of the State Senate in 1887 and 1889, assistant clerk in 1891 and 1893 and clerk in 1895. He was also president of the Nashua board of education in 1895 and city solicitor of Nashua. He was solicitor of Hillsborough County from 1902 to 1906 and in 1898 he was a member of the State Legislature and a delegate to the constitutional convention of 1902. He was again sent to the Legislature in 1913 and was a candidate for speaker of the House of Representatives, but was defeated in the Republican caucus by Charles A. Perkins of Manchester. He became a successor to Frank D. Currier in the House of Representatives at Washington, and is a veteran member of the committee on appropriations.

GOVERNOR ROLLAND H. SPAULDING

Legislature of 1915—The Legislature elected in 1914 met January 6, 1915, and organized with George I. Hazelton of Manchester as president of the Senate and Edwin C. Bean of Belmont as speaker of the House of Representatives. One of the Senators elected was Willis J. Sanborn who was found to be ineligible on account of his short residence in the State. This was the first Legislature governed by plurality elections instead of majority elections, the amendment to the constitution being now in effect. Among the prominent members of the Senate in the session of 1915 were Dr. Edgar O. Crossman, who afterwards removed to Manchester; Elmer E. Woodbury of Woodstock; Arthur R. Shirley of Conway; Frank A. Musgrove of Hanover; Orville E. Cain, former mayor of Keene; Charles W. Howard of Nashua, who afterwards became Adjutant-General; Nathaniel E. Martin, former mayor of Concord; Adolph Wagner of Manchester; William Marcotte of Manchester; and Charles W. Varney of Rochester. The Senate included 19 Republicans, four Democrats and one Progressive; the House 250 Republicans, 153 Democrats and five Progressives.

An investigation of the highway situation was made about this time which recommended the construction of roads from Claremont to Dover, Claremont to Plymouth, Plymouth to Haverhill, Lebanon to Franklin, Laconia to Rochester, Lancaster to Gorham, and Waterford Bridge to Franconia Notch. These seven projects were recommended as the most pressing at that time. The commissioners who made the investigation were John G. M. Glessner of Bethlehem, Charles E. Tilton of Tilton and James O. Gerry of Madison.

Budget System Established—Governor Spaulding was largely responsible for the establishment of the budget system in the State government. Within ten years preceding his administration, the State expenses increased from $1,000,000 a year to $2,500,000. In 1909, a law was passed requiring officials who have the expenditure of money to file estimates with the treasurer, and these were given to the committee on appropriations in the Legislature. At that time, under the leadership of Robert P. Bass, all standing appropriations were repealed. This plan did not work very well, however, because the Legislature would not appropriate what was considered necessary for the operation of the government, and in the session of 1917, the heads of State departments formed in a body and moved to the Governor's office to plead with him to save the financial lives of their departments. This the Governor was able to do unofficially, but he was not permitted to veto a single item in the appropriation bill without holding up the entire bill. An amendment to the constitution was submitted which would have given the Governor the right to veto individual items in an appropriation bill, but this proposed amendment was rejected by popular vote. For a great many years James E. French

of Moultonboro was chairman of the committee on appropriations in the House of Representatives and his knowledge of State finances probably exceeded that of any other man before or since. Finally a budget law was passed which established a definite system and which has operated fairly satisfactorily.

William T. Gunnison—When the term of John E. Benton of Keene, public service commissioner, expired, Governor Spaulding renominated him but the Governor's council refused to confirm him. After a prolonged controversy, the Governor and council appointed William T. Gunnison of Rochester, the Governor's personal attorney.

Lobby Investigation—Charles W. Tobey of Temple secured from the Legislature an investigation of lobbying activities of the Boston and Maine Railroad and other interests. Revelations of the expenditures by these corporations, and by the liquor dealers' association astonished the public. It was brought out that certain lawyers received from special interests more money in two years or at a single session of the Legislature than other able lawyers are able to accumulate in a life-time.

Legislative Reunion—In December, 1915, a reunion of members of the Legislature was held at the capitol with elaborate exercises. Josiah G. Dearborn of Weare, who was State treasurer in 1874 and had been a member of the Legislature in 1853 and 1854 was present. Hosea W. Parker, oldest living ex-member of Congress was the presiding officer, having been a member of the Legislature sixty years previously.

Children's Commission—In 1915 there was a Children's Commission authorized by the New Hampshire State government which investigated the subject of whether or not certain communities in the Granite State were going to seed by moral decay or otherwise. The commission reported, after months of study, that there had been discovered 4,115 feeble-minded people and all but 947 of them were at large, associating with the rest of the inhabitants and propagating their kind.

This report caused a tremendous stir. Several very radical recommendations were made by the Commission with the aim of preventing any additional increase in degeneracy and feeble-mindedness, but nothing much was actually done. And it is the contention of some observers that in the face of great progress in education and enlightenment in the up-to-date communities, there are in New Hampshire some places where the process discovered in 1915 has continued for the intervening years.

For instance, L. E. Richwagen, an investigator, discovered a small town in southern New Hampshire near the eighteen miles of seacoast, one of the oldest communities in the State and famous for its brilliant men in years gone by, where 78 people voted who all bore the same name, 55 all had another name, 48 had another, 30 had another, 20 had another,

ISLE OF SHOALS

STAR ISLAND, ISLE OF SHOALS

18 had another, 15 had another and 12 had another, making altogether 276 out of 450 voters who actually voted, coming to the polls with a variation of only eight names among them.

In this town, the population of which has dwindled to something over 1,000, he says there has not been a boy or girl go to college in the last twenty years. Anyone in the town, and in many others of similar characteristics, can vote and their votes count as much as those of the ablest people in the State.

The most degenerate communities, it is claimed, are the most sparsely settled, and vice versa. Some people do not realize how rapidly the small hamlets and towns of New Hampshire have grown smaller and in fact died out altogether in a few instances. For instance, the township of Cambridge, in the northern part of the State, has only one inhabitant left, according to the last census. Dix's grant had 33 people living there in 1910 and in 1920 they had all disappeared.

Kilkenny decreased from 47 inhabitants to two inhabitants. The township of Success in Coos County, bearing a name which its founders undoubtedly expected would make it some day a thriving metropolis, dropped in population from 220 to eight in the last 20 years. Ellsworth went from 107 to 30. Sharon in Hillsborough County, bearing a famous name and situated not far from the city of Manchester, has gone from 122 down to 21 inhabitants.

The Children's Commission in 1915 reported that over 60 per cent of the 4,115 feeble-minded people it discovered were of native American stock.

There is said to be one family which was among the most illustrious New Hampshire ever produced. Its members furnished one of the greatest statesmen and several lawyers, doctors and a member of Congress, also heroes of the Revolutionary and Civil wars. But the members of that family today are ordinary farm laborers, driving oxen around, and all they can contribute to the intellectual life of the day is "No, the hay ain't all in" or possibly "Yes, it looks like rain." Some members of the family have gone away from the ancestral home and have made good in the world outside. But most of them who have remained are the victims of Mendel's law of inheritance by inter-marriage.

Much has been said, and something has been written about the "Ossipee Mountaineers." These people, living up in Carroll County, are said to resemble the Kentucky mountaineers before the days of the railroad. Mr. Richwagen says that an "Ossipee Mountaineer" can be recognized wherever he is and that many of the men up in the mountain region still use muzzle loading shotguns and still argue over the disputed election between Hayes and Tilden in 1876 as if it happened two or three weeks ago.

Troops on Mexican Border—On July 15, 1916, the 1st New Hampshire Regiment, National Guard, went to Texas to guard the border between the United States and Mexico. On account of the revolution in Mexico, a force of 52,000 State troops from the military departments of the east was assigned to service on the border and did duty for some months at Laredo, Texas.

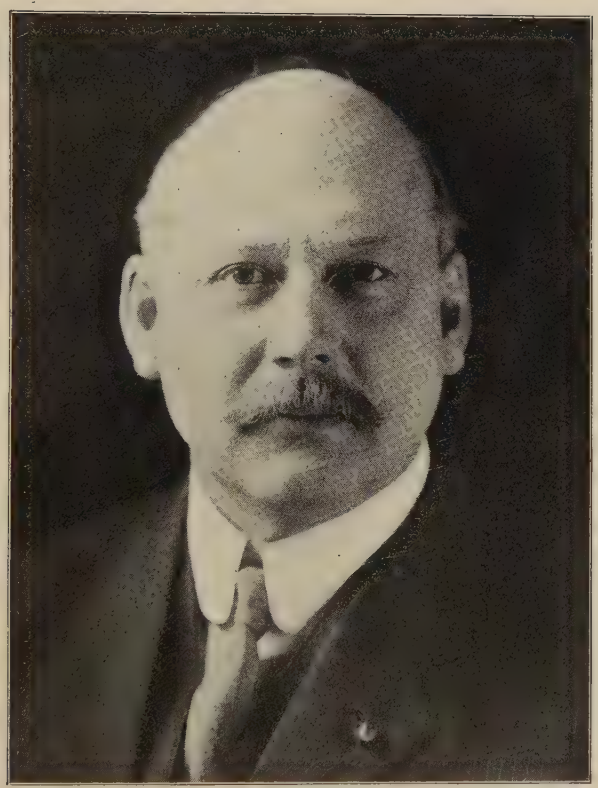
The New Hampshire regiment mobilized at Camp Spaulding in Concord, on July 13, and received marching orders early on the morning of the 15th. The regiment was commanded by Colonel Michael J. Healy of Manchester and this was the first occasion since 1898 during the Spanish War that soldiers from New Hampshire had left the State for service in the Federal Army. The regiment traveled on three troop trains with Major Oscar P. Cole, Major Edward T. Sherburne, and Major Russell Wilkins in command. They were equipped and dispatched by Adjutant-General Charles W. Howard and Governor Spaulding reviewed the troops upon their departure and again upon their return.

Political Campaign of 1916—The primary election law had been extended to the choice of delegates to the national political conventions, and such vote was taken at the time of the annual March meeting for the election of local officials in the towns, with a special election in the cities. For such delegate elections there were no contests; the Democrats chosen were pronouncedly in favor of the renomination of President Wilson and the Republicans were divided, a minority being avowedly in favor of the candidacy of Senator John W. Weeks of Massachusetts, who had a summer home in the northern part of the State. The Progressives sent a full delegation to the national convention of that party.

The State-wide primary for the nomination of candidates for the November election was held the first Tuesday in September. This was preceded by spirited contests, particularly for the gubernatorial nominations. Henry W. Keyes of Haverhill on the Republican side won over Rosecrans W. Pillsbury of Londonderry. Both candidates conducted a speaking campaign, visiting practically every town in the State. It was the fourth campaign that Pillsbury had waged for the nomination, each time in face of the opposition of the so-called party "organization." The vote was: Keyes, 12,724; Pillsbury, 9,683; about fifty per cent of the party vote at the November election being cast.

On the Democratic side, the same candidates contested as in the 1914 campaign, Albert W. Noone of Peterborough and John C. Hutchins of Stratford, the former winning that contest by a plurality of only two votes. In the 1916 contest the result was reversed, Hutchins receiving a vote of 4,855 and Noone 2,979.

There was also a lively contest for the Republican nomination for Congress in the first district where Cyrus A. Sulloway sought a renom-



JOHN W. WEEKS

ination for the eleventh consecutive time. The other contestants were the Rev. Thomas Chalmers, pastor of the First Congregational Church of Manchester, and George I. Hazelton of Manchester, president of the State Senate. Sulloway won by a pronounced plurality. The Progressive party, whose vote at earlier elections had been amply large to win for it a legal standing as a party, made no rival nominations, but for the most part designated the same candidates as the Republicans. This action gave the Republican campaign managers increased confidence for their general ticket, but they nevertheless conducted the liveliest campaign that the State had witnessed in many years. There were no clear-cut issues between the parties, the campaign being waged on national issues, principally the course of the administration as to Mexican and foreign belligerent affairs.

The Republicans won the State election by a reduced margin, as compared with previous years, but its candidates for presidential electors were defeated by about fifty votes. The vote for Governor was: Keyes, Republican and Progressive, 45,899; Hutchins, Democrat, 38,853; for all others, 1,490. The vote for Keyes under the Progressive party emblem was 48. As the law required three per cent of the total, the result removed the Progresive party from the list of regular political parties in New Hampshire.

Wilson Carries Electoral Vote—Although the Republicans elected their State ticket, the campaign slogan of "He kept us out of war" induced several thousand Republicans to support President Wilson for reëlection. To the surprise of everybody Wilson carried the State by 57 votes on the face of the returns. This was the closest presidential election in the history of the State and the closest in the country with the exception of that of 1876.

At first it looked like Hughes, but California turned the tide in favor of Wilson. When the result hung in the balance, it appeared that New Hampshire's vote might be the determining factor. Senator Hollis established headquarters in the State House and wired Wilson that he had carried the State. The Republican State Committee replied with a demand for an inspection of the ballots, and all the ballots were assembled at the capitol. As it developed later, however, Wilson was reëlected anyway and the Republicans withdrew their demand and conceded the State to the Democratic column for the second consecutive election. The vote was:

Electoral Vote:	Total vote	N. H. vote
President—Woodrow Wilson, Democrat	277	4
Charles E. Hughes, Republican	254	
Vice President—Thomas R. Marshall, Democrat	277	4
Charles W. Fairbanks, Republican	254	

Popular Vote:	Total vote	N. H. vote
Wilson and Marshall, Dem	9,125,852	43,787
Hughes and Fairbanks, Rep.	8,553,730	43,724
Benson and Kirkpatrick, Soc.	592,421	1,318
Hanly and Landrith, Prob.	321,382	303
Scattering	59,260	

Sulloway and Wason—Both Republican Congressmen were reëlected by the following vote:

For Congressman—First District.	
Cyrus A. Sulloway of Manchester, R.	21,826
Gordon Woodbury of Bedford, D.	19,806
Lorenz Kierdorf of Manchester, S.	592
Elijah Newell of Sanbornton, Proh.	144
Scattering	7
Second District.	
Edward H. Wason of Nashua, R. & P.	22,326
Raymond B. Stevens of Landaff, D.	20,145
Ernest Kunberger of Concord, S.	570
Arthur B. Simonds of Franklin, Proh.	125

Of the five members of the Governor's council, four Republicans and one Democrat were chosen, a gain of one for the Democratic party.

Of the 24 Senators, the Republicans elected 16 and the Democrats eight, a Democratic gain of four. The House of Representatives developed a Republican plurality of about 70, a loss of about 50.

At the November election, the question of the expediency of calling a convention to revise the constitution was submitted. The vote was favorable, resulting: yes, 21,589; no, 14,520. The Legislature of 1917 made provision for such convention. The last convention of the sort was held in June, 1912, and previous to that in December, 1902. The pressing questions were a revision of the provisions as to the taxation of money at interest, and growing timber, and for a reduction in the size of the House of Representatives, there then being a membership of 420.

Henry W. Keyes—Governor Henry W. Keyes was born in Newbury, Vermont, May 23, 1863. He was educated in the Boston public schools, at Milton Academy and at Harvard College, receiving the degree of Bachelor of Arts from that institution in 1887. While of creditable scholastic standing, Mr. Keyes was especially prominent in the athletic and social life of the university, being captain and afterwards coach of the 'varsity crew and first marshal of his class for commencement week.

After graduation Mr. Keyes elected to follow the life of a farmer upon the broad and fertile acres of the estate which his father had founded at North Haverhill upon the banks of the Connecticut River. He stocked the farm with Holstein cattle, personally selected by him in Europe, and has made it a model establishment of up-to-date agriculture and stock-breeding.

Public affairs, however, have engrossed much of his time. From 1894 to 1918 he was continuously selectman of his town. He represented

GOVERNOR HENRY W. KEYES

it in the Legislatures of 1891, 1893 and 1915 and was a member of the State Senate in 1903. From that year until 1913 he was a member of the State license commission and in 1915 and 1916 was its chairman. He also has served as a trustee of the State College at Durham.

Important business positions held by Governor Keyes include those of director of the New England Telephone Company, president of the Sullivan County Railroad, president of the Passumpsic and Connecticut Rivers Railroad, president of the Woodsville National Bank, vice-president of the Nashua River Paper Company, director of the United Life and Accident Insurance Company, etc.

He married, at Newbury, Vermont, June 8, 1904, Frances Parkinson Wheeler, and they have three sons, Henry W., Jr., John P., and Francis. Mrs. Keyes is nationally known as a magazine writer.

As a "war Governor" Mr. Keyes was most successful and the authorities at Washington have been prompt and cordial in acknowledging the thorough coöperation of the State of New Hampshire in all war measures. At the close of his term in 1921 he became United States Senator and was reëlected in 1926.

White Mountain Purchase—The United States government in January purchased, under the Weeks Forestry Act, a tract of 5,500 acres in the White Mountains. This tract was added to the lands already acquired and set apart for a public reservation. It is situated on the slope of the Presidential Range and includes the summit of Mount Webster, Mount Jackson and Mount Clinton. This purchase gives to the government control of practically all the peaks of the Presidential Range, or brings its holdings in New Hampshire up to more than 270,000 acres.

War Legislation—On April 19, the Legislature was prorogued by Governor Henry W. Keyes after a session of sixteen weeks, extending from January 3.

Following the declaration of a state of war with Germany by Congress, a flood of legislation was introduced for the purpose of safeguarding the State's every interest during the trying ordeal which would ordinarily follow.

Included in this class of preparedness measures, were the authorization of a million dollar bond issue, the reorganization of the National Guard, which established universal liability to military service in this State, the creation of a State Guard under the supervision of a Military Emergency Board, new laws carrying heavy penalties for the malicious damaging of growing foodstuffs, of public property or the property of public utilities during war time; bills providing State pay for New Hampshire soldiers in the service of Nation or State, and also providing aid for dependents of such soldiers, laws regulating the sale and use of firearms and explosives, the registration of aliens and sundry other acts framed

to conserve, during the period of war, New Hampshire's agricultural and other resources. The record for martial legislation in the Granite State has been set by the Legislature of 1917 and it is hoped that it will never have to be surpassed.

The patriotism and non-partisanship of New Hampshire's General Court was further shown by the unanimous adoption of concurrent resolutions expressing unswerving loyalty to the war policies of President Woodrow Wilson and heartily endorsing universal military training. Resolutions of congratulation were forwarded to the president of the Russian Duma on the successful outcome of the revolution for Democracy in that country.

The members of the General Court were undoubtedly actuated in their substantial expressions of patriotism by three stirring addresses of a preparedness nature, one delivered on February 1 by former President William Howard Taft, whose subject was "The World League to Enforce Peace," another on March 15 by Admiral Robert E. Peary of North Pole fame, who spoke on "The Air Power of the United States," and the third on March 20 by ex-attorney-general of the United States, George W. Wickersham of New York, who discussed "Our Foreign Relations." Other distinguished Americans who addressed the Legislature were Thomas Mott Osborne of New York, prison reformer, and Ambassador Naon of Argentina.

Lewis Dry Law—Perhaps the most far-reaching and important of these other laws was the Lewis prohibition measure which prohibited the manufacture or sale of intoxicating liquors within this State after May 1, 1918.

This bill, fathered by the Rev. Jonathan S. Lewis, representative from Amherst, was introduced during the early part of the session and numbered 444. After numerous and lengthy hearings before the house committee on liquor laws, the bill was made a special order for March 21, when, after a long debate, it was passed by a vote of 192 to 172, and referred to the committee on appropriations. This committee reported the bill back without recommendation and again, on March 28, it came before the lower branch for judgment. This time the vote was closer, but prohibition won out by a vote of 190 to 185. On April 11, the Senate passed the bill by a vote of 14 to 9, and on April 17 the bill was signed by Governor Keyes, who presented the silver pen, with which he affixed his signature, to Mr. Lewis.

Next in importance among the measures passed was the act which fixed New Hampshire's seal of approval to the reorganization of the Boston & Maine Railroad system. This was passed almost unanimously by both branches of the Legislature, despite the vigorous opposition of the Boston & Maine Railroad Minority Stockholders' Association and

two Pearson Fund trustees, Judge James W. Remick of Concord and Clarence E. Carr of Andover.

There was a law reducing the hours which women and minors may be employed in certain occupations from fifty-five to fifty-four hours a week; there was the Couch factory inspection law, which secures a greater degree of safety to those citizens employed in factories and shops; the Brennan weights and measures bill which established a standard in New Hampshire and a commission to see that the standard is enforced, and the betterment laws carrying additional provision for the care of dependent children, the feeble-minded and the tuberculous. The "Blue-sky law," designed to protect investors and the general public against the sale of worthless stocks and securities, was passed and another new act required uniform accounting and serial bond issues by municipalities. It was made possible, under another act, to tax deposits of citizens of this State in banks outside of New Hampshire and national banks and trust companies were given authority to act as trustees.

Steps have been taken to conserve the natural resources of the State, first by refusing the grant of certain important water privileges to private enterprises, and second by the authorization of a complete survey of the water powers of this State. Authorization was also granted for a survey of the Maine and New Hampshire boundary. A State library commission was provided for; as was a board of control to take charge of State institutions similar to that in vogue during the Felker régime, except that the purchasing agent, under the new law, was not a member of the board. Another interesting law provided for the regulation of cold storage products in this State, and another, fathered by the Elks as a part of the order's "Big Brother" movement, wipes out the criminal record of all minors after they are eighteen years of age or after their probation period ceases. The codification of the fish and game laws presented many interesting new features including a fisherman's license which is necessary in order to fish anywhere except in the waters of one's own town or city.

Among the more important bills which failed of passage that year were: The bill to allow women to vote for presidential electors and in municipal elections, the bill to abolish the direct primary law, to make supervision of public schools compulsory, to establish a system of State police, to abolish capital punishment, to allow games of health-giving recreation on Sundays, to abolish the State tax commission, to establish a child welfare commission, to require a local license for motor vehicles, and to provide old age pensions and health insurance.

The Republicans dominated both branches. In the Senate there were sixteen Republicans and eight Democrats, while the House was made up of 246 Republicans and 158 Democrats.

In the Senate, President Jesse M. Barton of Newport presided with dignity and effectiveness. Senator Marcel Theriault of Nashua, young of years and without previous legislative experience, was chosen to head the important judiciary committee and he acquitted himself with credit. Senator Nathaniel E. Martin of Concord rendered the same invaluable service that characterized his career in the upper branch two years before. Other leaders of the Senate were Daniel J. Daley of Berlin, Calvin Page of Portsmouth, and Alfred Stanley of Plymouth.

In the House, the deliberations were ably presided over by Arthur P. Morrill of Concord, one of the youngest speakers who ever graced the rostrum. On the Republican side of the House, the leader was Benjamin W. Couch of Concord, chairman of the judiciary committee, and a legislator of experience and high ability. He was ably assisted by French of Moultonborough, Bartlett of Portsmouth, Bell of Exeter, Bell of Plymouth, Rogers of Plainfield, Hoyt of Hanover, Wood of Portsmouth, and other leading Republicans.

The affairs of the Democratic side were managed in the House by the urbane James F. Brennan of Peterborough, and his right hand man was William J. Ahern of Concord, whose business it has been for many sessions to straighten out the parliamentary snarls that sometimes disturb the serenity of business. Then there were Murchie of Concord, Tilton of Tilton and Rogers of Wakefield who also proved able assistants on the floor and in the committees.

Water Power Survey—During the Legislative Session of 1917 there was sufficient recognition of the importance of water power to the industries of the State and of the absence of comprehensive knowledge of what were the resources of the State to make a survey of the problem. A short bill was passed providing for the appointment of a commission to investigate the natural condition, providing for coöperation in the work with the United States Geological Survey, and appropriating $3,000 for expenses. George I. Leighton of Dublin was appointed commissioner. The storage report showed that there were 101 ponds and lakes capable of conservation of flood waters; 56 in the Connecticut, 54 in the Merrimack; and one on the Androscoggin. There seemed to be none on the coastal streams like the Cocheco worthy of further storage development. Eleven stream gauging stations were established so that accurate data might be obtained of actual river flow. These have been maintained to date and the information they give is of highest value to water-power study.

The largest body of lake water in the State is Winnipesaukee, having a drainage area of 360 square miles or 230,000 acres. There has been a dam at Lakeport for many years and records are available for some fifty years.

The study of our undeveloped water powers has shown that there are approximately 375,000,000 horse-power hours on the Connecticut and its tributaries and 144,000,000 on the Merrimack. These figures are large and to a layman convey little, but it may be put in other words by saying that this represents an increase of about 100 per cent over what is now in use. What an undeveloped resource!

Five hundred million horse-power hours annually, equal approximately to one million and a half horse power hours a day—or three million horse-power hours for ten hours of the day, or, to consider it as one unit of power, it means a plant of about two hundred and fifty thousand horse-power added to the State's resources!

Special Congressional Election, 1917—Congressman Cyrus A. Sulloway of Manchester, who represented the first district twenty years, was reëlected at the general election of 1916, and died early in 1917. A special election was held to fill the unexpired term on May 29, 1917, and resulted in the choice of Sherman E. Burroughs of Manchester, the Republican candidate, by the following vote:

Sherman E. Burroughs, Manchester, R.	17,571
Patrick H. Sullivan, Manchester, D.	16,310
Charles W. Greene, Manchester, S.	123
Scattering	17
Total vote	34,021

Sherman E. Burroughs—He was born in Dunbarton, February 6, 1870, the oldest son of John H. Burroughs. Receiving his grammar and high school education in the public schools, in 1888 he competed in the examinations for West Point cadetship and won the highest rank, but owing to the wishes of his parents he declined the appointment that resulted and entered Dartmouth College where he graduated in 1894. In Dartmouth he won many honors.

After graduation he became the private secretary for Congressman Baker and passed the next three years in Washington where he attended the law school of the Columbian University. Here he graduated in 1896.

In 1901 he became associated with David A. Taggart and James P. Tuttle, forming the firm of Taggart, Tuttle & Burroughs. In November, 1906, Mr. Burroughs and Mr. Tuttle retired from the firm and formed a new partnership known as Tuttle & Burroughs.

Mr. Burroughs was elected to the State Legislature in 1901 from the town of Bow.

On April 21, 1898, Mr. Burroughs married Helen S. Phillips of Alexandria County, Virginia. He had four sons: Robert Phillips, John Hamilton, Sherman Everett, Jr., and Henry Baker Burroughs, all of whom were born in Manchester.

He served in Congress until his death of influenza January 27, 1923,

after his successor had been elected, a Democratic Congressman, William N. Rogers of Wakefield.

Special Councilor Elections—For the first time in the State's history death invaded the ranks of the Governor's council during the administration of Governor Keyes. Councilor Edward H. Carroll of Warner died in 1917 and Councilor Miles W. Gray of Columbia in 1918.

A special election was held in the fifth and first districts represented by the deceased councilors in connection with the primary election September 3, 1918. Both the deceased councilors were Republicans, and Republican conventions called for the purpose at Concord and Haverhill nominated John H. Brown of Concord and Herbert I. Goss of Berlin to fill the vacancies. The Democrats held conventions and decided to make no nominations.

Recovery of Weare Papers—The State of New Hampshire was fortunate in regaining possession of the Weare papers which are of great historical value but were lost to the State for nearly one hundred years. These papers include communications of the Colonial and Revolutionary periods of New England history, resolutions of the Continental Congress, the original charter of Dartmouth College, and maps, plans and broadsides.

The disappearance and pursuit of these Weare papers constitute one of the interesting incidents of historical documents of the United States. The papers appear to have been originally possessed by Meshech Weare, the first Governor of New Hampshire and the chief executive during the Revolutionary War. He was in correspondence with many of the Revolutionary statesmen and the collection contains 29 communications from the pen of George Washington, 35 from General John Sullivan, 15 from General John Stark, 13 from General Enoch Poor, 7 from General Philip Schuyler and others from General William Heath, General Horatio Gates, General Lord Sterling, Nathaniel Peabody, Nathaniel Folsom, John Jay, John Hanson, Samuel Livermore and the following signers of the Declaration of Independence: Matthew Thornton, Thomas McKean, William Whipple, Josiah Bartlett, Robert Morris, Samuel Huntington, and Stephen Hopkins.

The Continental Congress resolutions in the collection were written by Charles Thomson who was its secretary. Most of the papers are addressed to Mr. Weare, either personally or as the president of New Hampshire. Others are to the State of New Hampshire, John Langdon, who was the financier of many of New Hampshire's expeditions in the war for freedom, or to the Committee of Safety.

The proceedings of the Massachusetts Historical Society state that at a meeting held in 1908 the opinion was expressed, "that next in importance to the Winthrop and Mather papers and Bradford's long lost his-

tory, the papers of the Weare family, if they could be fully recovered, would connect two sundered parts of New England history."

The discovery was brought about primarily by the passing of Joseph B. Moore, Jr., of New York, who left as part of his estate a large trunk, especially made for the purpose, containing these papers, some 1,500 in number. The administrators deposited the trunk at Montclair, New Jersey, and arrangements were entered into for their sale at public auction by Stan V. Henkles, a Philadelphia auctioneer. It was expected to realize $40,000 on them.

The State of New Hampshire learned of their whereabouts in June, 1915, and filed a bill in equity in Philadelphia County, Court of Common Pleas, No. 3, which was said to be one of the most unusual bills ever entered in a Philadelphia court. The State was the plaintiff and the auctioneer and administrators, defendants. New Hampshire claimed that Joseph B. Moore secured the papers from his father of the same name and the father probably from one John Farmer who was hired by authority of the New Hampshire Legislature in 1837 "to examine, arrange, index and preserve such of the public archives as may be deemed worthy of such care."

It was alleged that neither Farmer nor Moore nor Moore's son nor the son's administrators nor the auctioneer had title. An injunction that was served in 1915, the day before the auction, rested for three years and the case was never tried. New Hampshire, represented by its assistant attorney general, Joseph S. Matthews, and its Philadelphia counsel, Alexander Simpson, Jr., now justice of the Pennsylvania Supreme Court, found evidence to show that Mr. Moore, Sr., was prominent in public affairs in New Hampshire and one of the founders and first librarian of the New Hampshire Historical Society. In 1822, 23, and 24 he collected, purchased, and obtained by gift many original papers from their owners and wrote a book "Memorials of New Hampshire" and another work called "Memoirs of the Governors and Chief Magistrates of the American Colonies, Provinces and States," Some of these papers he secured from Nathaniel Weare, a son of Meshech Weare.

The lawsuit was finally settled out of court, the State paying $3,000 for documents valued at $40,000. The papers were brought to Concord and are now lodged with the Historical Society.

The Weare Family—The Weare family presents a most remarkable record of public service during the Colonial and Revolutionary periods of New Hampshire history. The most eminent member of the family, Meshech Weare, was born in Hampton Falls June 13, 1713, and died there January 14, 1786, aged 72 years, not an extreme age, as measured by the standards of the present day. Had he been 20 years younger during the strenuous service of the Revolution his life might have been

extended by the same period, for he was of a hardy and long-lived race. His father lived 91 years, his uncle, Peter Weare, 86, and his grandmother, 87.

Meshech Weare was graduated from Harvard College in 1735, and devoted the next three years to the study of theology. In 1738 he abandoned theology for matrimony, and his public career began with his election as moderator in 1739. Passing by his public service in town offices, we find him a member of the House of Representatives in 1745, serving continuously until 1755, and again from 1762 to 1771, and in 1774, where he occupied the speaker's chair from 1752 to 1755, and the clerk's desk from 1765 to 1771; he was a delegate to the Albany Congress in 1754. Judge Weare was in effect the chief executive of New Hampshire during the whole period of the Revolutionary War, being president of the council and chairman of the Committee of Safety from 1776 to 1784, and Chief Justice from 1776 to 1782. When the new constitution took effect in 1784 he was elected president of the State. At the end of his term of one year he retired from public office, being then 72 years of age and in poor health, and he died January 14, 1786. The form of government adopted by the House of Representatives January 5, 1776, which continued in effect until the constitution of 1784, did not provide for a Governor or any distinct executive branch of the government but created a council of twelve members, which bore the same relation to the House of Representatives as the present Senate, and the executive powers necessary in the carrying on of the government and the prosecution of the war were vested in the two bodies acting concurrently. The president of the council was, therefore, for eight years the chief officer of our civil government. In addition to all these honors, he sat for 35 years, from 1747 to 1782, on the bench of the Superior Court, the last six years as Chief Justice.

His father, Nathaniel Weare, was a member of the House of Representatives from 1727 to 1732, and in 1737-38, being speaker during his first year, and Justice of the Superior Court from 1730 to 1738.

His uncle, Peter Weare, was a councilor in 1698, member of the House from 1715 to 1727 and in 1734, being speaker from 1722 to 1727, Justice of the Superior Court from 1726 to 1730.

His grandfather, Nathaniel Weare, was a member of the House in 1685 and 1686, Chief Justice of the Superior Court from 1694 to 1696, and councilor from 1692 to 1715.

Death of Dr. Gallinger—Dr. Jacob H. Gallinger, senior United States Senator, died August 18 at a hospital in Franklin at the age of 81. He suffered of arterio sclerosis. The funeral was held in the First Baptist Church in Concord.

Senator Jacob Harold Gallinger was the oldest member of the United States Senate both in years and in point of service. Ever since 1891 he

had been a conspicuous figure in the Senate, taking not only a leading part in its discussions but ranking as a dominating figure in its leadership and in the councils of the Republican party. As minority leader the Senator had been active despite his advancing years.

Born on a farm at Cornwall, Ontario, 81 years ago, he crossed the border into the United States early in life. He was a printer first, then studied medicine and practiced as a physician and surgeon for 23 years. In 1872 he entered the New Hampshire House of Representatives, beginning political activities that continued to the end of his life. Gallinger made the seconding speech for Benjamin Harrison for President in the Republican National Convention of 1888, and frequently was a delegate to the national conventions. A military title he bore in the early days when he was surgeon general of the New Hampshire Guards—brigadier general—was forgotten during his Washington career, where he was proud of the title of "Doctor." He served in the House in the Forty-ninth and Fiftieth Congresses.

During his continuous service of twenty-seven years in the Senate he had been active on the committees dealing with finance, appropriations, rules, and government of the District of Columbia. He fought long for his ocean mail subsidy bill to build up the American merchant marine, and it passed the Senate only to fail in the House. He was the Republican nominee for president pro tempore of the Senate in 1911. Two months later, when his son, Ralph Gallinger, was killed in an automobile accident, he suffered so greatly from depression that his friends were anxious over his condition for a long time.

Always forceful in his public declarations, Mr. Gallinger created a sensation by telling the Senate Lobby Committee in 1913 that President Wilson has come "perilously near lobbying" in connection with the tariff bill. He declared that during his four years in the House and twenty-two years in the Senate he had never encountered improper influences nor lobby methods and that he had "no interests outside of a little rock farm in New Hampshire" where he raised hay and apples.

The Senator made a long fight against confirmation of George S. Rublee, of New Hampshire, as a member of the Federal Trade Commission.

Governor Keyes appointed Irving W. Drew of Lancaster Senator in place of Dr. Gallinger.

Irving W. Drew Appointed Senator—Irving W. Drew was born at Colebrook, January 8, 1845. He fitted for college at Kimball Union Academy, Meriden, and was graduated at Dartmouth in the class of 1870. He studied law in the office of Ray & Ladd, at Lancaster, and was admitted to the bar in November, 1871. He was chosen delegate to the Democratic National conventions of 1880 at Cincinnati, and 1892 and 1896 at Chicago. But when William J. Bryan was nominated for Presi-

dent on a free silver platform he became a Republican. He was a member of the State constitutional conventions of 1902 and 1912. He was commissioned major of the 3d Regiment, New Hampshire National Guard, in 1876 and served three years.

During the great contest between the Boston & Maine and Concord railroads, in 1887, he suggested to George Van Dyke that there was an opportunity to secure the building of the Upper Coos Railroad. At the organization of this railroad in 1887 he was made a director and also was elected president in 1909. He was also for some years a director of the Hereford Railroad. For many years a trustee of the Siwooganock Guaranty Savings Bank, Mr. Drew was made its president in 1891. He was director of the Lancaster National Bank. He was a trustee and the president of the Lancaster Free Library. Senator Drew died April 10, 1922, at his daughter's home in Montclair, New Jersey.

Constitutional Convention of 1918—Only six years had intervened between the ninth and tenth constitutional conventions. The latter convention, that of 1918, established a record of possessing the largest membership of any legislative body that ever convened upon the Western Continent. Had each town and ward elected the delegates or delegate to which they were entitled, the membership would have been 438, but with failure to elect, the number was reduced to 434. In two towns, Hanover and Ashland, tie vote existed. The convention decided to admit all four of the candidates as delegates, with a half vote each, thus restoring the number to the original figures of 438. The present National House of Representatives, with a membership of 435, is a close second.

No prior convention had received such publicity, both as to its personnel and purposes, as was accorded this one. There were 74, an unusually large percentage of members, who had sat in a previous convention. Three had been members of three prior conventions, nine in two, and one other in the convention of 1889, fifteen in that of 1902, and 46 of 1912. The members sitting in four conventions were James O. Lyford of Concord, Rosecrans W. Pillsbury of Londonderry, and Willis G. Buxton of Boscawen; those in three conventions, C. J. Hamblett of Nashua, George W. Stone of Andover, Jesse M. Barton of Andover, A. D. Fessenden of Brookline, James L. Gibson of Conway, R. F. Craig of Marlow, L. H. Parker of Benton, C. A. Young of Easton, and A. R. Evans of Gorham. Calvin Page, of Portsmouth, was the third in the membership of 1889. Among the more prominent members of those who had seen service in the convention of 1902, to return to this convention, were Frank S. Streeter and DeWitt C. Howe of Concord, E. E. Woodbury of Woodstock, Judge O. A. Towne of Franklin, Albert S. Wetherell of Exeter, E. S. Head of Hooksett, Ira G. Colby of Claremont, A. F. Wentworth of Plymouth, George I. McAllister and William McElroy of Manchester, and S. L. Hallinan of Nashua. Those from the convention of 1912 con-

stituted a formidable array, and included among others, John Scammon of Exeter, now a justice of the Superior Court; Robert M. Wright of Sanbornton, Harry G. Dean of Danbury, J. A. Donigan of Newbury, J. O. Wellman of New London, John Shaw of Salisbury, George W. Haslet of Hillsborough, J. B. Cavanaugh, J. B. Pattee and Allen M. Wilson of Manchester, F. J. Gaffney of Nashua, George H. Duncan of Jaffrey, W. E. Kinney of Claremont, and F. C. Clement of Warner.

Major William H. Trickey, of Tilton, whose long and active life has brought him many responsibilities and honors, was put forward to call the assembly to order. Prayer was offered by Rev. W. H. Pond of Wolfeboro, a man of charming personality. Mr. Pillsbury in a laudatory address presented the name of Hosea W. Parker, of Claremont, as temporary presiding officer of the convention. Mr. Parker expressed his appreciation of this honor in a brief talk. After the selection of Judge A. Chester Clark as temporary secretary, a committee on credentials, headed by William E. Kinney, of Claremont, was appointed. Of the 438 members given seats, a roll call disclosed that there were present 426. Mr. Snow, of Rochester, in a gracious manner nominated Albert O. Brown as president of the convention, closing the presentation in the following words: "We are fortunate in having one member whose fitness for the high office of President is recognized by us all, a man of large experience, a man of sound judgment, a lawyer, a financier, a public servant of tried capacity."

A unanimous election followed this presentation. On assuming the chair, Mr. Brown spoke to some length. After returning sincere thanks for the high honor, and promising faithful service, he graphically described the present day conditions under which the convention had met.

The organization, with Judge Clark as secretary, and B. W. Carey of Newport as assistant, and the other usual officers was quickly effected; a committee, of which Mr. Quimby of Concord was chairman, having recommended names to fill the offices of sergeant-at-arms, chaplain, and numerous door-keepers and wardens.

The usual committee of twenty upon rules and procedure was selected, with Mr. Gibson, of Conway, as chairman.

These proceedings had been conducted in the usual quiet and dignified manner, but all this is soon changed; and during the remaining three days there was a tense situation in which, to some extent, intemperate speech making was indulged; the poise and fine personal consideration of other days forgotten.

Mr. Lyford, in former conventions, had played a leading role; in this, his leadership was to be more distinctive and outstanding. He at once presented a resolution, finely phrased, in which present war conditions were recognized, breathing a spirit of devotion to the great struggle in

which our government had entered; closing these preambles of sentiment with a resolution that only two amendments be considered, and then adjournment be taken until after such time as the war might be terminated. These resolutions, having to do with taxation, had been considered in a prior convention and one rejected by the people by a small margin. The first would give the Legislature authority to tax growing wood and timber, without the constitutional requirement of being "proportional," and the other an income tax.

The first obstacle to the program came in a demand from Mr. Metcalf and Mr. Duncan, who desired that a third proposed amendment be included; this to provide that amendments to the constitution might hereafter originate in the Legislature and be submitted to the people, doing away with any future Constitutional Convention.

Mr. Lyford had a decided objection to extending the list of resolutions to be taken up. Mr. Varney offered an amendment that the convention at once adjourn. There followed an earnest debate participated in by Messrs. Tobey, Ayers, Lee, Hoyt, Metcalf, Clement, and Hayden, in opposition to the substitute amendment of Mr. Varney; while Messrs. Stone, Emerson. Howe and Varney made impassionate speeches for immediate adjournment. The Varney amendment was rejected upon a division "manifestly in the negative."

Upon motion of Mr. Pike, of Lisbon, the resolution of Mr. Lyford was postponed by a vote of 166 to 149.

After the intervention of some other business, Mr. Varney renewed his motion for immediate adjournment. The debate was continued more earnestly than before. Messrs. Lewis, Pillsbury, Callahan, Page, of Gilmanton, opposed the motion; while Page, of Portsmouth, Stanley, and Stone were in its favor. Upon a yea and nay vote, the Varney motion to adjourn was rejected by a vote of 167½ to 180½. Mr. Ayres, of Franconia, introduced the first proposition of amendment to the constitution "Relating to the Taxation of Growing Wood and Timber."

Mr. Woodbury of Woodstock introduced the second, giving the General Court authority to assess taxes without the restriction of the word "proportional." The resolution is very similar to the one introduced at the last convention by Mr. Stevens, that provoked such a bitter contest. These were followed by numerous other amendments, covering a variety of subjects.

Taxation of Growing Wood and Timber—The tables having been cleared of routine business, and the introducing of resolutions halted; the convention resolved itself into a committee of the whole, with the present Justice Snow in the chair, to consider the matter of taxation of growing wood and timber, being Resolution No. 1 introduced by Mr. Ayres of Franconia. Mr. Ayres has long been a persistent advocate of the preservation of our forests, believing that the tax laws governing

the assessment on growing wood and timber, as then administered, were decidedly inimical to the best interest of the State, in dissipating one of its fundamental resources. He pleaded ably and long for forest preservation, and was followed by Mr. Foster of Waterville, who had been for some years employed by the government in the forest service, and as professor of forestry at Durham, and had coöperated in the work of the forest commission and tax commission of the State, and like Mr. Ayers, was enthusiastic in protection of the forest.

Judge Towne, from perhaps a little different angle, advocated a change in the tax laws governing this subject, and that of intangibles.

Mr. Brennan, Mr. Mason, and Mr. Tyng supported the resolution in brief speeches. Mr. Hutchins, a large timber owner, was satisfied with conditions as then existing, and saw no occasion for any change.

Mr. Brown, with the prestige of the presidency of the convention, and chairman of the tax commission, in an effective speech was able to sweep away the arguments presented for the resolution, and lead the convention to reject the amendment by a vote of 122 to 159.

The next resolution to be considered was No. 2, introduced by Mr. Woodbury, and as it was about to be taken up, the advocates of immediate adjournment sprang into action, and through Mr. Kenison of Ossipee, a motion was made: "When this convention adjourns at the morning session it adjourns to the call of a committee consisting of the president and one member from each county, such call to issue for the reconvening of the convention within one year after the conclusion of the present war and the establishment of peace, such call to be seasonable for the submission of such proposed amendments as may be agreed upon at the succeeding biennial election."

The motion met with a hearty and enthusiastic response, as one after another of the ready speakers came forward, and in no uncertain tone demanded this action. There were expressed lofty sentiments of devotion to the prosecution of the war, but the most effective argument in behalf of the motion lay in the fact of the hectic condition in which the convention had wrought itself. In the present temper so foreign to what should control a convention with grave responsibilities, it would seem impossible that any good results could be obtained. Many of those who at first believed that the convention, in common with our courts and business could and should function, were led through the three days' experience to believe it now impossible. Among those believing in immediate adjournment were Brennan, Hutchins, Snow, Stone, Cobleigh, Woodbury, Howe, and Emerson. The motion prevailed upon a roll call, yeas 230, nays 79½.

Before the adjournment was taken, upon motion of Dr. Pound, a resolution expressing the patriotic sentiment of the convention was adopted unanimously, upon a rising vote. And as a further evidence of

patriotic sentiment, it was voted that the delegates be paid in war savings stamps.

At this time the number of resolutions of amendment had reached a score. With hardly an exception, these resolutions had been considered before, some many times.

Political Campaign of 1918—In one respect the biennial election of November, 1918, in New Hampshire, was of unique importance. Because of the death of United States Senator Jacob H. Gallinger, two members of the upper House of the National Legislature were elected on the same ballot; one to complete Senator Gallinger's unexpired term until March 4, 1921, and the other to succeed Senator Henry F. Hollis, who was not a candidate for reëlection, for the term ending March 4, 1925.

Because of the lively contest for the Republican senatorial nomination, in which Governor Henry W. Keyes won from former Governor Rolland H. Spaulding by the narrow margin of 292 votes, much interest was taken in the Republican primary, which continued, also, into the convention by which a candidate to succeed Senator Gallinger was chosen. In the convention George H. Moses defeated Mr. Spaulding for the short term nomination.

The fact that there was no sharp rivalry for the Democratic nomination gave the leaders of that party an opportunity to bring about the selection of a strong ticket, headed by former Congressman Eugene E. Reed and Chairman John B. Jameson of the Public Safety Committee for the senatorial seats; State Senator Nathaniel E. Martin of Concord, one of the leaders of the State bar, for Governor; and two young lawyers, William N. Rogers of Wakefield and Harry F. Lake of Concord, for Congressmen.

The Liberty Loan campaign and the influenza epidemic occupied the public attention so completely during the month of October that the political campaign was one of the shortest on record and entirely out of proportion to the importance of the issues and offices at stake.

Former Mayor Dwight Hall of Dover, who managed the Republican campaign of 1914, which elected Governor Spaulding and Senator Gallinger, was called back to the chairmanship of the Republican State Committee, and City Solicitor Alexander Murchie succeeded his brother as the Democratic Committee chairman.

Edward J. Cummings—Twenty days after the primary election of 1918, Edward J. Cummings, Democratic nominee for Congress against Representative Wason, died of pneumonia at his home in Littleton. Mr. Cummings was a member of the Legislature at the time of his death, a champion of prohibition and woman suffrage. He was solicitor of Grafton County from 1913 to 1915 and had formerly been a law partner of Henry F. Hollis. He was an alumnus of Dartmouth and a native of Littleton.

State Conventions, 1918—The Republican State Convention met at Concord, September 18, under the presidency of Professor James A. Tufts of Exeter, a candidate for the Senate. Speeches were made by Colonel John H. Bartlett, the gubernatorial nominee, Senator James E. Watson of Indiana and others.

The Democratic State Convention met at Concord, September 19, under the presidency of Harry F. Lake of Concord, later nominated for Congress. Speeches were made by the leading candidates on the ticket, except Edward J. Cummings of Littleton, the candidate for Congress in the second district who was ill and subsequently died.

The period of active campaigning covered less than a fortnight, but in that time rallies were held in all the principal centers, the newspapers carried a record-breaking amount of political advertising and the rival committees managed to spend about $20,000 each with the aggregate of the expenditures by individual candidates amounting to as much more.

President Wilson and ex-President Roosevelt wrote letters asking for support for the Democratic and Republican candidates, respectively, and former President Taft came to New Hampshire to speak for the Republicans. United States Senators and Congressmen, cabinet members and other political leaders of national fame also were heard on the stump, and the suffragists and anti-suffragists took a prominent part in the fray.

The result was that in spite of the absence of 17,000 New Hampshire men in the army and navy, only a few of whom were reached by the soldiers' voting law, the total vote passed the 71,000 mark. The Republicans made almost a clean sweep by majorities of from 1,000 to 6,000, the highest office to which a Democrat was elected being the seat in the executive council from the Manchester district.

The Progressive party lost its official standing in the election of 1916 and went out of existence. The Prohibition party considered its object practically achieved when New Hampshire adopted prohibition and ceased its political operations. The vote at the election was:

FOR GOVERNOR.

John H. Bartlett of Portsmouth, R.	38,465
Nathaniel E. Martin of Concord, D.	32,605

FOR UNITED STATES SENATOR—(full term).

Henry W. Keyes of Haverhill, R.	37,783
Eugene E. Reed of Manchester, D.	32,763

FOR UNITED STATES SENATOR—(short term).

George H. Moses of Concord, R.	35,528
John B. Jameson of Antrim, D.	34,458

The campaign against Mr. Moses had been so bitter that his election by approximately 1,000 majority did not set well with the Democrats or the Progressive Republicans who had bolted his nomination. Mr. Moses had been a candidate in the Republican primary, with a doubtful

chance of winning, but he was shrewd enough to withdraw when Senator Gallinger's death provided for another nomination. His withdrawal from the primary and entrance into the convention was a political master stroke.

After the election the Democrats demanded a recount which was conducted and failed to effect the result. Mr. Moses was accordingly seated in the Senate where he rose to a position of importance, has been twice reëlected and became president pro tempore of the United States Senate.

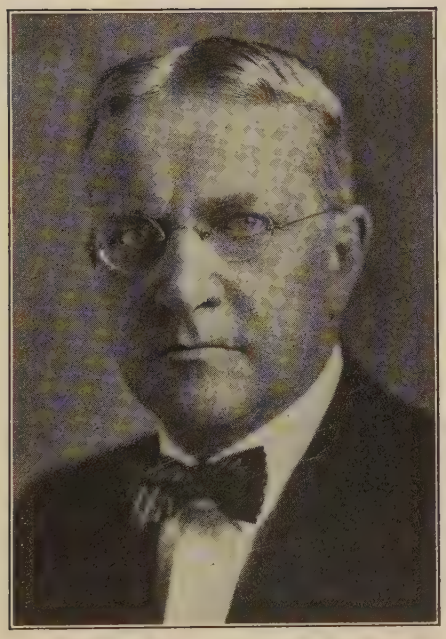
The Congressional vote was:

First District.	
Sherman E. Burroughs of Manchester, R.	18,658
William N. Rogers of Wakefield, D.	17,122
Second District.	
Edward H. Wason of Nashua, R.	19,343
Harry F. Lake of Concord, D.	14,923

Senator George H. Moses—Senator George H. Moses is a descendant of John Moses who landed in Plymouth in 1639. He was a farmer and one of his sons, George Moses, moved into Maine. His descendant, the father of Senator Moses, was a Baptist clergyman in Maine. In the olden days, one of the favorite indoor sports of New England was the starting of new religions and political parties, and Senator Moses' father started the denomination known as the Christian Connection Baptists. He became pastor of a congregation in Franklin, where George Higgins Moses and the five other children were brought up.

He was educated at Exeter Academy and Dartmouth, and worked his way through college by teaching school, peddling books, and waiting on table at a summer resort. When he was a senior he tried to obtain a clerkship in the Legislature, but instead of that was appointed private secretary to the Governor. After graduating, he became a newspaper man and went to work for $9 a week on the Concord Monitor, which was owned and edited by Senator William E. Chandler. He rose to the position of managing editor and in 1898 Senator Chandler sold the Monitor to his son, William D. Chandler, and Mr. Moses. He was then twenty years old and gave Senator Chandler a note for his financial interest in the paper of which he became president and editor.

He was closely associated both with Senator Chandler and Senator Gallinger, and became the latter's campaign manager. In 1909, Gallinger urged his appointment as minister to Greece, and President Taft appointed him. Soon after he arrived in Athens, a revolution of the Greeks occurred and the future Senator became a close personal friend of Premier Venizelos. Upon his return to New Hampshire, he became active in Republican politics and was one of the managers of the John W. Weeks presidential campaign in 1916, and the Leonard Wood campaign in 1920.



SENATOR GEORGE H. MOSES

His rise to a position of power and influence in the Senate has been almost unprecedented. He was first assigned to the committee on foreign relations through the influence of Senator Henry C. Lodge of Massachusetts and became a follower of Senator Lodge in opposition to the Versailles Treaty and the League of Nations. Upon the death of Senator Lodge, he became practically the leader of the "Irreconcilables" and was elected president pro tempore of the Senate.

CHAPTER XXXVII.

NEW HAMPSHIRE IN THE WORLD WAR.

Granite State's Part in the World War—Declaration of War, April 6, 1917—Previous Sympathy with the Allied Cause—New Hampshire's War Spirit—National Guard Enters the Army—14th Railway Engineers—War Legislature of 1917—Selective Military Service—Personnel of the Draft Boards—Registrations—Desertions—Military Records—103d Regiment—List of Commissioned Officers in the Army—26th (Yankee) Division—The Roll of Honor—Citations, Honors and Medals—The Red Cross—League to Enforce Peace—Committee of Public Safety—Council of National Defense—War Drives—Liberty Loans—Sacrifices of the Civilian Population—Financial Support for War Needs—Food Administration—Community Gardens—Farm Labor—Conservation of Food—Production of crops Stimulated—"Hooverizing"—Women's Organizations—Dartmouth College—Portsmouth Navy Yard—Newington Shipyards—Atlantic Shipyards—List of Naval Officers from This State—Industrial Support—Protection of Property—Spirit of the Draft—Americanization—Recruiting of Labor—Soldiers' Bonus—War Tablets in the State House—Battle Flags—Memorial Bridge—American Legion.

New Hampshire's Part in the World War—New Hampshire's part in the World War was over 20,000 men in service; $75,465,890 invested in the first four Liberty Loans; 150,000 members of the Red Cross, contributing $935,000 in money to the work of that organization and a great amount of supplies—how great, it is impossible to ascertain; $1,000,000 given in one "United" drive for the work in connection with the war, of the Young Men's Christian Association, the Young Women's Christian Association, the Salvation Army, the Jewish Welfare Work and the War Camp Community Service; and a great amount of work done and money contributed for Belgian, Armenian and other refugee relief, for books and magazines and "smileage" tickets for the soldiers and sailors, and in many other ways. Altogether, it is estimated, New Hampshire raised more than two and a half million dollars for war charities and invested more than eighty million dollars in government war securities, or one-fifth of the entire wealth of the State.

The highest meed of praise belongs, of course, to the men who had the closest connection with the actual winning of the war, the men who endured the life of the trenches, the men who went over the top, the men who stopped the onslaught of the Hun, beat him back, broke his spirit, forced him to sue for peace.

War Declared—April 6, 1917, will always be a memorable day in the history of the world, for on that day the United States of America accepted the challenge of Germany and declared a state of war existing with her. Slowly but surely the wheels of the great democracy of the western hemisphere began to turn. The future looked dark indeed, as those in control of our destiny began to plan not for a one year war, but for a five or a ten year war.

With this thought in mind President Wilson appealed to the people of the country. The response was immediate. Everyone seemed to realize that the life of the democracy, that form of government under which for 128 years we had been prospering, was at stake. With the same spirit displayed by the other States of the Union, New Hampshire threw its whole energy into the war.

Sympathy with the Allies—From the first of August, 1914, New Hampshire was unneutral, both in thought and in speech. At the very outset the citizens of the State were strongly inclined to take sides in the conflict that broke out so fiercely and unexpectedly in Europe. Quickly and openly they judged, and the great majority formed the conviction to which they have adhered steadfastly to this day. Even the President's great neutrality proclamation failed to influence materially the spirit of New Hampshire men and women. Germany was held responsible for bringing an unjustifiable war upon a Europe desirous of peace.

The violation of the guaranteed neutrality of Belgium was vigorously condemned. The reports of the brutal treatment accorded to innocent non-combatants in Belgium, France and Serbia were at first not credited, but this feeling changed to deep resentment and horror when the unbelievable was proved to be true. The alliance with the conscienceless Turk, murderer of hundreds of thousands of Armenians and Syrians, deprived Germany of almost the last vestige of sympathy she might still have enjoyed. The fiendish slaying of Edith Cavell affected our State profoundly.

There was outspoken applause when Great Britain entered the struggle because Germany had violated her treaty with Belgium. As the German army approached Paris in its first rapid advance, New Hampshire not only realized keenly that an ancient friend was in serious danger, but a deep humanitarian impulse arose which it would have seemed impossible to awaken in the heart of the American nation for the distress of a people three thousand miles distant. With the greatest satisfaction we learned that an American had organized a relief committee to feed and clothe and otherwise assist the stricken and helpless in the districts which had been so wantonly pillaged and destroyed.

The introduction of poisonous gases and of submarine warfare gave the final touch to an already overstrained patience so that discussion of

active interference by the United States was no longer uncommon. It is characteristic of New Hampshire men and women, as it is characteristic of the whole of our country, that the prime motive in the expression of readiness to participate in the war rested upon a feeling of resentment that a nation could commit such outrages against civilized man, rather than upon a desire for revenge because of direct loss of American lives and American property. When, however, the sinking of the "Lusitania" proved that the humane instincts of civilized nations were unknown to the German militarists, New Hampshire seemed ready for war. There was little argument as to whether submarine warfare was justified on the ground of military expediency. The whole trend of thought showed an unalterable belief that exposing innocent women and children and even non-combatant men to the perils then experienced in sea travel was intolerable. Although it had been published in all our newspapers that Germany gave official notice to Americans to keep off the "Lusitania" when it was about to make its last fateful journey, there were few in our State who believed that the German military authorities would dare to do so frightful a deed. There was no patience with the idea that Americans could be bullied into acceptance of this curtailment of their rights. They had the right to travel on the high seas and no nation would venture to act so contrary to accepted ideas of civilization as to sink a vessel filled with neutral travelers going from one part of the world to another on legitimate business.

Few in our State sympathized for a moment with the McLemore resolution warning Americans to keep off the sea. We had the right to travel where we pleased, outside the actual theatre of war. It did not occur to us that it would be necessary to resort to arms in order that this right might be respected. The usual conduct, the ordinary doctrines, the common humanity of advanced nations, we believed, would prevail with German high officers so that they would surely issue commands that peaceful travelers were not to be molested. When we found that they were no respecters of international law, or of the universally accepted tenets of Christian nations, New Hampshire was ready to resist. From that time until April 6, 1917, our State waited, and not very patiently, for a declaration by the President and the Congress that the United States as a whole would oppose to the utmost of its ability the barbarous methods of warfare now adopted for the first time among modern peoples.

Granite State Loyalty—New Hampshire from the outset entered into the war with no mistaken view of its magnitude, its importance, or its real issues. The first of the old thirteen to resist by overt act the usurpations of the British crown nearly a hundred years before, pouring out her blood like water in the colonial strife and the Revolution, and for the century following the select repository of the best principles of demo-

cratic government, leading the way for her sister commonwealths in humanitarian progress and many civic reforms which cannot here be particularized, when the European struggle broke out into open resistance to the laws of humanity, New Hampshire was already prepared for the conflict.

And so she embarked in the war with a zeal commensurate to her fixed and unalterable devotion to free institutions, and her determination to keep the jewel of liberty in the family of nations. To every roll call her intrepid spirit answered "Here"! and she sent one of every fifteen of her entire population, men, women and children, to the war. The endurance, constancy and valor of her troops, on the march, in camp, and on the battlefield, fill an ineffaceable page of history.

New Hampshire National Guard—There were over 20,000 New Hampshire men in the World War, including 1,869 who served in the Navy. The National Guard was mustered in July 25, 1917, at the camp grounds in Concord. They left Concord August 27 for Westfield, Massachusetts. The first complement to reach France containing a goodly portion of New Hampshire men was the 14th Railway Engineers who arrived across the seas on August 27. This organization was mustered in in June, 1917, and trained at the old trotting park at Salem.

New Hampshire's first contribution to the man power of the war came in the federalizing of these 2,750 men of the 1st Regiment, New Hampshire National Guard, and the subsequent incorporation of most of its strength in the 103d Regiment of Infantry of the 26th Division, American Expeditionary Forces. There was a highly creditable amount of volunteering in connection with filling the ranks of this regiment and for other service of the Nation, in the various branches of the army, the navy and the marine corps, amounting in all to 7,500 men.

Then came the enactment of the selective service act, under which 95,158 men were registered in the State of New Hampshire and 8,925 furnished for service.

War Legislation of 1917—In preparing New Hampshire for war Governor Keyes was aided greatly by the enthusiastic and absolutely unanimous coöperation of the Legislature of 1917, led in this respect by the standing committee of the House on military affairs, made up of Representatives McKay of Manchester, Raiche of Manchester, Wright of Concord, Riley of Dover, Challis of Manchester, Sanderson of Portsmouth, Bergquist of Berlin, Shattuck of Nashua, Munsey of Laconia, Powell of Nashua, Letourneau of Berlin, Horne of Derry, Donnelly of Manchester, Kidder of Rumney and Keenan of Concord.

One million dollars was made available for military expenditures; a military emergency board was created; and such other legislation was enacted as the Governor and his advisors thought might be needed.

How well they looked into the future is seen from the fact that, as Governor Keyes mentioned in his valedictory message to the Legislature of 1919, no special session for war purposes of the Legislature of 1917 was needed or even thought of.

As the Governor further pointed out in that message, most of the expenditures from the special war fund were for taking the votes at the election of soldiers absent from the State; in giving aid to the dependents of soldiers and sailors from New Hampshire in the service of their country; in enlarging and improving the military camp ground at the State capital; and in creating and maintaining a State guard in place of the federalized national guard.

The original soldiers' aid commission consisted of Montgomery Rollins of Dover, who died while engaged in the work; Arthur W. LaFlamme of Manchester, who left the commission to train as an aviator and died; and Dr. Marion L. Bugbee of Concord, who resigned from the commission to go to France for Red Cross work there. Mr. LaFlamme was succeeded by Randolph Branch of Manchester, who also resigned to enter the army a little later. The commission after that was made up of Albert H. White of Manchester, John H. Field of Nashua and Mrs. Gertrude Hall Sawyer of Dover.

Governor Keyes and the State were very fortunate in securing for the military emergency board three retired officers of the United States Army, General Winfield Scott Edgerly, General Elbert Wheeler, and Major Frank W. Russell, whose ability and devotion were of the highest type. Under their direction a New Hampshire State Guard was formed.

Selective Military Service—It was new in the history of warfare that civilians have been designated almost exclusively to secure an army for the government. In this war, the greater part of those who enlisted in New Hampshire were induced to do so through voluntary civilian agencies, or through draft boards composed of private citizens.

When the quotas for the draft army were first made up, that for New Hampshire was proportionately extremely low. This was due to the fact that the National Guard had already been recruited to war strength and the quota of the regular army remaining unfilled was small. When the time came to add to the armed forces by a selective process the execution of the selective service act was entrusted by the war department to civilian boards. In the State of New Hampshire sixteen such boards existed with the right of appeal against the decisions of these boards to a district board which was composed of civilians. The district board had its headquarters in the State House, in order to have ready access to the offices of the adjutant general and the Governor. The only military man in the State connected with the whole undertaking of securing troops according to the selective process was the adjutant general. Otherwise the matter was entirely assigned to civilians. Instruction on matters of

mobilization, selection, qualification, regulation and assignment of quotas went to the Governor who transmitted them to the local and district boards. The adjutant general was the disbursing officer of the State, under the selective service law, and the source of information as to the application of the selective service regulations. The regular army and navy recruiting stations were still in operation.

The willingness with which the American people accepted the universal draft was the most remarkable feature in the history of our preparation for war.

It is a noteworthy evidence of the enthusiastic support given by the country to the war program that, despite previous hostility to the principle of universal liability for military service, a few months after the selective service law was passed, the standing of the drafted soldier was fully as honorable in the estimation of his companions and of the country in general as was that of the man who enlisted voluntarily. Moreover, the record of desertions from the army shows that the total was smaller than in previous wars and a smaller percentage occurred among drafted men than among those who volunteered. The selective service law was passed on May 19, 1917, and as subsequently amended it mobilized all the man power of the Nation from the ages of 18 to 45 inclusive. Under this act, 24,234,021 men were registered and slightly more than 2,800,000 were inducted into the military service. All this was accomplished in a manner that was fair to the men, supplied the army with soldiers as rapidly as they could be equipped and trained, and resulted in a minimum of disturbance to the industrial and economic life of the Nation.

The first registration, June 5, 1917, covered the ages from 21 to 31. The second registration, one year later (June 5, 1918 and August 24, 1918), included those who had become 21 years old since the first registration. The third registration (September 12, 1918) extended the age limits downward to 18 and upward to 45.

Personnel of the Draft Boards—The draft boards were headed by Governor Keyes and General Howard and were composed as follows:

First Lieutenant John M. Gile, medical aide to the Governor; Miss Bessie A. Clark, chief clerk.

District Board: Dr. George Cook, chairman, Concord; W. L. Carter, Nashua, succeeded by D. Sidney Rollins, Newport, clerk; Edmund Sullivan, Berlin; Richard A. Cooney, Portsmouth; Samuel O. Titus, Rollinsford; Arthur H. Chase, chief clerk, Concord.

Local Boards: Belknap County, Frederick D. Elliott, Edwin P. Thompson, Frank P. Tilton, Dr. Edwin P. Hodgdon, all of Laconia.

Carroll County: Arthur W. Chandler, Conway; Arthur E. Kenison, Ossipee; Dr. B. F. Horne, Conway; Dr. George H. Shedd, Conway; Dr. F. E. Clow, Wolfeboro.

Cheshire County: Edward H. Lord, Lewis W. Holmes, Carl J.

Beverstock, Roy M. Pickard, Dr. Frank M. Dinsmoor, Miriam G. Starkey, chief clerk, all of Keene.

Coos County: George W. Brown, Berlin; Fred C. Cleveland, Lancaster; Dr. T. C. Pulsifer, Berlin; Dr. Richard E. Wilder, Whitefield; Sarah M. Daley, chief clerk, Lancaster.

Grafton County: Joseph P. Huckins, Plymouth; Dexter D. Dow, Dr. Elmer M. Miller, L. C. George, chief clerk, all of Woodsville.

Hillsborough County, No. One (city of Nashua): Dr. George W. Currier, Thomas D. Luce, Dr. Benjamin G. Moran, Fred Cross, chief clerk, all of Nashua.

Hillsborough County, No. Two (County of Hillsborough with the exception of Manchester and Nashua): Charles S. Emerson, Milford; James F. Brennan, Peterborough; Dr. Charles A. Weaver, New Boston; Wynona L. Parkhurst, chief clerk, Milford.

Manchester City, No. One: Allan M. Wilson, Harry T. Lord, Dr. I. L. Carpenter, all of Manchester.

Manchester City, No. Two: Thomas H. Madigan, Joseph M. McDonough, Albert A. Richards, Dr. B. E. Sanborn, all of Manchester.

Manchester City, No. Three: Harry C. Jones, Dr. Wilfred L. Biron, Lucien J. Martin, Charles C. Tinkham, all of Manchester.

Merrimack County, No. One (City of Concord): George A. S. Kimball, Charles P. Smith, George M. Fletcher, Dr. Charles R. Walker, Dr. Arthur K. Day, Blanche H. Ahern, chief clerk, all of Concord.

Merrimack County, No. Two: Thomas F. Clifford, Frederick A. Holmes, Franklin; George W. Stone, Andover; Dr. Ervin T. Drake, Agnes G. Nelson, chief clerk, Franklin.

Rockingham County, No. One: Ceylon Spinney, William E. Marvin, Dr. George E. Pender, Effie B. Laird, chief clerk, all of Portsmouth.

Rockingham County, No. Two: Herbert L. Grinnell, Derry; George W. Lamprey, Exeter; Dr. Abram W. Mitchell, Epping; Florence Baker, chief clerk, Exeter.

Strafford County: Edward S. Young, Arthur G. Whittemore, William H. Roberts, Dover; Charles E. Hoitt, Durham; Dr. Walter J. Roberts, Rochester; Dr. Harry O. Chesley, Mollie E. Devereux, chief clerk, Dover.

Sullivan County: Albert I. Barton, Croydon; John McCrillis, Frank O. Chellis, Newport; Dr. Samuel R. Upham, Claremont; Bertha M. Goodwin, chief clerk.

Registration Figures—The war lasted nineteen months. The United States entered the struggle at a time when the prospect was decidedly dismal. The Germans had advanced to an almost overwhelming victory over the Allies. The United States threw its hastily assembled forces into the balance. The impending catastrophe for the Allies turned into a brilliant and decisive victory.

In New Hampshire 95,158 men were registered under the Selective Service Act for military duty. The first registration was June 5, 1917, and 38,355 were enrolled. The second registration was on August 24, 1918, and 3,388 were enrolled. The third registration was on September 12, 1918, when 53,415 were enrolled.

Only three appeals to the President were made from the rulings of the New Hampshire draft boards and in each case the appeal was returned without action.

The number of aliens who registered on June 5, 1917, to September 11, 1918, was 10,896, and the number of aliens who registered on September 12, 1918, was 12,429. The total number of aliens registered in New Hampshire was 23,325, or 25 per cent of the total registration under the selective draft. The number of Germans between 18 and 45 years of age who registered was 183, and the number of Germans 14 years of age or more who were recorded by the department of justice during the war was 238. On the first registration, under the selective draft, from June 5, 1917, to September 12, 1918, there were 41,743 who registered and of this number 17,860, or 42 per cent were married men. The draft boards placed 16,404, or 92 per cent of these married men in the deferred classes, and of 12,923, or 79 per cent, the reason for placing them in deferred classes was dependency. The number of single men was 23,883, and of this number 1,118, or five per cent were placed in deferred classes because they had dependents and there were 937 cases in which single men had married just prior to the registration.

The number of physical examinations given by the draft boards was 12,258, and in 7,793 cases, the men examined were physically qualified and placed in Class A. This was a little less than two-thirds of those who were examined. The number in Class B was 247 and the number in Class C was 2,552. The number of physically disqualified who were placed in Class D was 1,666.

The records of the army show that 6,755 men from New Hampshire were put into camp between February 10, 1918, and November 1, 1918, and 494 of these were rejected at the camps and sent home, this being about seven per cent of those who were sent to camps. The number rejected by local draft boards and camp surgeons and discharged from the army after they had been inducted into service was 1,384, the principal cause of such rejection being heart trouble. The number of men placed in deferred classes was as follows: Class 2, 4,898; Class 3, 2,726; Class 4, 11,744; Class 5, 9,744. The total number in the exempted classes was 29,112, out of 41,743, or 70 per cent. The registration of 95,158 New Hampshire men under the draft by ages was as follows:

REGISTRATION BY AGES.

Age 18	3,476	Age 32	2,121
19	3,140	33	3,548
20	2,914	34	3,121

REGISTRATION BY AGES.

21.....3,549	35.....2,748
22.....4,052	36.....2,857
23.....3,959	37.....2,967
24.....3,988	38.....3,103
25.....3,876	39.....2,776
26.....3,694	40.....2,772
27.....3,889	41.....2,700
28.....3,778	42.....2,924
29.....3,698	43.....2,767
30.....3,670	44.....2,743
31.....3,957	45.....2,822

Unknown Age, 3,549

Colored Troops—The number of colored men registered was only 175, or less than one-fifth of one per cent. New Hampshire had a smaller number of colored registrants than any other State or territory in the Union except North Dakota.

Desertions—The number of desertions of New Hampshire men was 1,431 or only three per cent of the total registrants, and of this number 490 were afterwards accounted for, and the net number of desertions was only 941. Seven hundred and five aliens were recorded as deserters from this State compared with only 726 citizens who deserted. New Hampshire had the best record among all the States in the matter of desertions.

Under the first call for soldiers, prior to the opening of the selective service draft, each State was assigned a quota according to population. The total levy was for 687,000 men and the quota for New Hampshire was 4,419. The State was given credit for the voluntary enrollment of 3,207, leaving a net quota of 1,204, which was secured under the draft.

The total expenses for conducting the draft boards was $56,245.04, which was borne by the Federal Government. The per capita cost of the selective draft was $7.65 for each man. There were 16 draft boards in New Hampshire, one each in Belknap County at Laconia, Carroll County at Ossipee, Cheshire County at Keene, Coos at Lancaster, Grafton at Woodsville, Strafford at Dover, Sullivan at Newport, two in Rockingham County at Portsmouth and Exeter, two in Merrimack at Concord and Franklin, and five in Hillsborough County, three at Manchester, one at Nashua, and one at Milford. The board which had the largest number of men accepted at the military camps was Coos County, which sent 1,016 men.

Military Records—The military record of New Hampshire troops can never be written as it has been for all previous wars, because there was no distinctive New Hampshire regiment. New Hampshire troops served in more than 100 different regiments, scattered among a number of divisions. State lines were ignored, both in the original composition of military units and in the transfers made during the war. Even the record of enlistments fails to show the geographical origin of service men While the majority of New Hampshire boys no doubt registered

or enlisted from some town in New Hampshire, there are hundreds who went to Boston and gave Boston as their residence in their enlistment applications.

Because of this fact that New Hampshire troops were scattered among so many different organizations on land and sea, it would be futile to attempt to present the military operations in which they engaged, because to do so would necessitate a description of practically all the campaigns of the war in which American troops participated, a task far beyond the scope of this State history.

The average American soldier who went to France received six months of training in this country before he sailed. After he landed overseas he had two months of training before entering the battle line. The part of the battle line that he entered was in a quiet sector and here he remained one month before going into an active sector and taking part in hard fighting.

The experiences of thousands of soldiers differ widely, but a careful study of the training data of nearly 1,400,000 men who actually fought in France gives the average results shown above. In summary they are that the average American soldier who fought in France had six months of training here, two months overseas before entering the line, and one month in a quiet sector before going into battle.

The Divisions—The infantry soldier was trained in the division, which was our typical combat unit. In the American army it was composed of about 1,000 officers and 27,000 men. Training and sorting organizations of about 10,000 men, known as depot brigades, were also utilized, but as far as possible the new recruits were put almost immediately into the divisions which were the organizations in which they would go into action.

Before the signing of the armistice there were trained and sent overseas 42 American divisions. The training of 12 more was well advanced, and there were four others that were being organized. The plans on which the army was acting called for 80 divisions overseas before July, 1919, and 100 divisions by the end of that year.

103d Regiment—Forty per cent of the men who went overseas with the 103d Infantry, 26th Division, were from New Hampshire. Maine furnished about fifty per cent of the personnel of the regiment and the balance was from Vermont and Massachusetts. The people of Augusta presented a set of colors to the Maine element of the regiment before its amalgamation with the New Hampshire and other contingents.

The record of the 103d Infantry in the war is one that compares favorably with any of the front line regiments. It served almost continuously at the front from February, 1918, until the armistice. Company I of the regiment was the unit chiefly responsible for breaking up a determined

local attack by the Germans at Xivray. The regiment played an important part in the offensives of the American forces, namely Chateau Thierry, St. Mihiel, and the Argonne, not to mention valuable service in holding numerous defensive sectors. In casualties there were killed 13 officers and 379 men, and wounded 29 officers and 1,960 men. Among its members to be decorated was one with the Medal of Honor, 39 with Distinguished Service Cross, and 16 with the Croix de Guerre.

No Record by States—It would not be possible to mention the many deeds of valor and acts of heroism which were performed, because these too are not listed by States and to mention some without mentioning all would be unfair. Even a complete list of men who served would be impossible to present at the present time, because no such list has ever been compiled or ever could be, except by authority of the War Department at Washington. The nearest to a complete list of New Hampshire soldiers is the list to whom the bonus was paid, which is contained in the archives of the State treasurer. From this list and from the files of the War Department, the author has copied the names of all New Hampshire men who held commissions, either in the army or navy, together with their rank and residence. In some cases neither residence nor rank is given because the record of the War Department is that the officer was from "some place in New Hampshire," and the only reference to rank is the words "Regular Army."

New Hampshire's Officers in the Army—The following is an official list from the records in the New Hampshire State House of the commissioned officers from this State, showing the name and residence and military rank of each man.

(Asterisk * indicates deceased).

Officer	Residence	Rank
Abbott, Charles H.	Antrim	Second Lieutenant
Abbott, Frank J.	Manchester	Major
Adams, Austin L.	Hanover	Second Lieutenant
Adams, Charles W., Jr.	Franklin	Second Lieutenant
Adams, Frank D.	Concord	First Lieutenant
Allen, Walter A.	Hampstead	Captain
Alley, Richard M.	Windham	First Lieutenant
Adams, Austin L.	Hanover	Second Lieutenant
Alexander, Clarence B.	Derry	Second Lieutenant
Allton, Robert A.	Nashua	Major
Amazeen, Charles P.	Portsmouth	Cadet, M. A.
Ames, Charles W.	Peterborough	Second Lieutenant
Amory, Copley, Jr.	Walpole	Second Lieutenant
Amory, Walter	Walpole	First Lieutenant
Amsden, Henry H.	Concord	Captain
Applin, Frank D.	Keene	Lieutenant-Colonel
Atkins, Harry C.	Sanbornton	First Lieutenant
Austin, Charles O.	Laconia	Second Lieutenant
Avery, Ray L.	Manchester	Lieutenant-Colonel
Bachelder, John H.	Concord	First Lieutenant
Badger, Melvin P.	Manchester	Captain
Badger, Phillips B.	Portsmouth	First Lieutenant

Officer	Residence	Rank
Baker, Albert S.	Concord	Second Lieutenant
Baker, Norman C.	Lakeport	Captain
Bales, Harold C.	Wilton	Second Lieutenant
Ball, Howard T.	Keene	First Lieutenant
Ballard, Robert J.	Portsmouth	Captain
Barbour, Walter L.	Colebrook	First Lieutenant
Barker, Ernest C.	Keene	First Lieutenant
Barker, Forrest A.	Nashua	Second Lieutenant
Barron, William A., Jr.	Carroll	First Lieutenant
Bartlett, Percy	Hanover	Major
Bartlett, William B.	Concord	First Lieutenant
Bartlett, William S.	Manchester	Second Lieutenant
Barnes, Merrick V.	Bethlehem	Second Lieutenant
Barnes, Ray A.	Manchester	First Lieutenant
Barrett, Leonard L.	Claremont	Lieutenant-Colonel
Barry, Michael H.	Regular Army	Colonel
Bartlett, John F.	Hanover	First Lieutenant
Barton, Mason B.	Springfield	First Lieutenant
Batchellor, Stillman	Littleton	First Lieutenant
Beal, Frank P.	Hillsboro	First Lieutenant
Bean, Kenrich C.	Franklin	Second Lieutenant
Bean, Louis H.	Laconia	Second Lieutenant
*Beauclerk, Sidney W.	Concord	First Lieutenant
Beaudet, Elphege A.	Manchester	Captain
Beckford, Henry S.	Laconia	Captain
Beckwith, Fred N.	Dover	Second Lieutenant
Bell, Ernest L.	Plymouth	Major
Bell, Leslie S.	Plymouth	Captain
Bennett, Charles A.	Durham	First Lieutenant
Bennett, Roland J.	Dover	First Lieutenant
Bergeron, Maximilian	Hinsdale	Captain
Bergeron, Pierre	Manchester	Captain
Bergholtz, Harry W.	Manchester	Second Lieutenant
Berle, Adolph A.	Boscawen	Second Lieutenant
Besse, Harlan F.	Concord	Captain
Bingham, Andrew W., Jr.	Littleton	Second Lieutenant
Bingham, James C.	Littleton	Second Lieutenant
Bingham, Theodore A.	Apt. from N. H.	Brigadier-General
Birtwell, William, Jr.	Hanover	Second Lieutenant
Bixby, Ernest A.	Charlestown	Second Lieutenant
Black, Dennis L.	Manchester	First Lieutenant
Blake, Charles F.	Exeter	Second Lieutenant
Blake, James E.	Lisbon	Captain
Blandin, Amos N., Jr.	Bath	Second Lieutenant
Blodgett, Frank H.	Concord	Cadet, M. A.
Blood, Robert O.	Concord	Captain
Blossom, George L.	Concord	Captain
Bobst, Frank T.	Rochester	First Lieutenant
Bond, Charles C.	Apt. from N. H.	Captain
Bodwell, Clarence P.	Portsmouth	Captain
*Booma, Frank	Portsmouth	Second Lieutenant
Boomer, Stephen H.	Durham	Second Lieutenant
Borland, Alexander	Meredith	First Lieutenant
Boutwell, Leroy A.	Hopkinton	Second Lieutenant
Bowen, Charles F.	Manchester	Captain
Bowler, John W.	Hanover	Surgeon
Bowman, George R.	Laconia	Captain
Branch, Frederick W.	Manchester	Second Lieutenant
Brehaut, Wilfred H.	Manchester	First Lieutenant
Brickley, Thomas J.	Walpole	First Lieutenant
Brill, Milo H.	Newport	Second Lieutenant
Brooks, Edward H.	Concord	Captain
Brown, Arthur E.	Claremont	Captain
Brown, Arthur L.	Rye Beach	Captain

Officer	Residence	Rank
Brown, Lester B.	Manchester	First Lieutenant
Brown, Lester R.	Laconia	First Lieutenant
Brown, Philip M.	New Ipswich	Captain
Brown, Robert A.	Penacook	First Lieutenant
Brown, Winfred O.	Littleton	Captain
Browne, Charles J.		Lieutenant-Colonel
Brownrigg, Albert E.	Nashua	Major
Bruce, John S.	Franklin	Second Lieutenant
Buckley, James J.	Milton	First Lieutenant
Bruce, Roy C.	Claremont	Second Lieutenant
Buffum, Warren H.	Winchester	First Lieutenant
Bugbee, Parker C.	Concord	Second Lieutenant
Bumford, Charles R.	Nashua	Captain
Bundy, Charles W.	Nashua	Major
Burbank, Paul W.	Berlin	Second Lieutenant
Burke, George W.	Concord	First Lieutenant
Burnett, William H.	West Concord	First Lieutenant
Burpee, Benjamin P.	Manchester	Captain
Burroughs, Robert P.	Manchester	Second Lieutenant
Bursiel, Charles O.	Manchester	Second Lieutenant
Butler, Theodore R.	Portsmouth	Second Lieutenant
Butterfield, Myron G.	Antrim	Second Lieutenant
Cain, Orville E.	Keene	Major
Caldwell, Philip L.	Merrimack	Captain
Cameron, Edwin A.	Littleton	First Lieutenant
Cameron, Henry H.	Nashua	Second Lieutenant
Campbell, Charles B.	Nashua	Second Lieutenant
Cann, Frederick B.	Jaffrey	Second Lieutenant
Carey, Harley F.	Laconia	Second Lieutenant
Carignan, Arthur M.	Dover	First Lieutenant
Carleton, Earle J.	Nashua	First Lieutenant
Carlisle, Sumner	Exeter	First Lieutenant
Carpenter, Harry B.	Lancaster	Captain
Carr, Burt W.	Pittsfield	Captain
Carr, John F.	Concord	First Lieutenant
Carr, John P.	Andover	Second Lieutenant
Carroll, Edward E.	Keene	First Lieutenant
Carter, Donald W.	North Conway	Second Lieutenant
Carter, Eliot A.	Nashua	First Lieutenant
Casey, Patrick A.	Manchester	Captain
Cash, Thomas H.	Dover	Second Lieutenant
Casler, Stanley	Somersworth	Second Lieutenant
Cass, Kingman P.	Tilton	First Lieutenant
Cassily, Edward M.	Dover	Second Lieutenant
*Cavis, George M.	Bristol	First Lieutenant
Cavis, George C.	Concord	Second Lieutenant
Cedar, David	Manchester	Second Lieutenant
Chandler, Clark P.	Concord	Lieutenant-Colonel
Chandler, Horton L.	Concord	Second Lieutenant
Chamberlin, Harley H.	Concord	First Lieutenant
Chapman, Everett L.	Dover	First Lieutenant
Chapman, Gerald L.	Somersworth	Private
Chapman, Guy E.	Manchester	Second Lieutenant
Charest, J. C. B.	Derry	Captain (Canadian)
Chase, Daniel R.	Lebanon	Major
Chase, Herbert A.	Manchester	Second Lieutenant
Chase, Robert M.	Concord	First Lieutenant
Cheever, Silas W. V.	South Lyndeboro	Second Lieutenant
Cheney, Archibald F.	Nashua	Second Lieutenant
Cheney, Charles W.	Peterboro	First Lieutenant
Cheney, Thomas P.	Ashland	Second Lieutenant
*Cheney, William Halsall	Peterboro	First Lieutenant
Childs, John S.	Hillsboro	Second Lieutenant
Chittenden, Gerald	Concord	Major

STATE ARMORY, CONCORD

Officer	Residence	Rank
Christgau, William R.	Hanover	Second Lieutenant
Christie, Jesse R.	Manchester	Second Lieutenant
Chronquest, Alfred P.	East Kingston	Captain
Churchill, Kenneth	Lebanon	First Lieutenant
Clark, Charles M.	Dover	Second Lieutenant
Clark, Eugene F.	Hanover	Second Lieutenant
Clark, George E.	Lisbon	Second Lieutenant
Clarke, Harold V.	Dover	Second Lieutenant
*Clark, Millard C.	Bethlehem	First Lieutenant
Clark, Paul G.	Portsmouth	Second Lieutenant
Clarke, Stanley	Hollis	Second Lieutenant
Cleasby, Howard W.	Lancaster	Captain
Clough, William P.	Sutton	First Lieutenant
Clow, Fred E.	Wolfeboro	First Lieutenant
Coates, Everett	Concord	First Lieutenant
Cobe, Harry Homer	East Candia	First Lieutenant
Coburn, Harry R.	Canaan	Captain
Cochran, Jerry E.	Concord	First Lieutenant
Codaire, Ernest W.	Manchester	First Lieutenant
Coffey, Albert G.	Nashua	First Lieutenant
Cogswell, James K.	Portsmouth	Second Lieutenant
Cogswell, Lloyd H.	Warner	Captain
Colburn, Albert E.	Somersworth	Second Lieutenant
Colby, Oliver M.	Lakeport	Second Lieutenant
Cole, Cheney L.	Henniker	First Lieutenant
Cole, Frank W.	Nashua	Second Lieutenant
Cole, Oscar P.	Berlin	Lieutenant-Colonel
Coleman, Carl L.	New London	Second Lieutenant
Collins, Ambrose S.	North Weare	First Lieutenant
Collins, Everett	Nashua	Major
Cone, Leon J.	Claremont	Second Lieutenant
Congdon, Charles E.	Nashua	Major
Conlon, Chester L.	Portsmouth	First Lieutenant
Connell, Joseph	Dover	Captain
Connor, Harold J.	Concord	Captain
Cook, Arthur	Laconia	Captain
Coram, George W.	Portsmouth	Second Lieutenant
Corliss, Carl W.	Newport	Second Lieutenant
Costigan, Charles S.	Manchester	Second Lieutenant
Cote, Samuel J. A.	Manchester	Captain
Cotton, Curtis B.	Wolfeboro	Captain
Coulter, Arden F.	Concord	Captain
Cowan, Percy T.	Bristol	Second Lieutenant
Cowell, William H.	Durham	Second Lieutenant
Cox, Frederick W.	Nashua	Captain
Cox, Sidney H.	New Hampton	Second Lieutenant
Coyle, Arthur J.	Concord	Captain
Crafts, Leland W.	Newfields	First Lieutenant
Craig, Willie P.	Walpole	Captain
Crockett, Dura P.	New London	Captain
Cross, Leon F.	Tilton	Second Lieutenant
Crossman, Edgar G.	Manchester	First Lieutenant
Crowley, Charles C.	Dover	First Lieutenant
Cullinan, John F.	Portsmouth	Second Lieutenant
Cummings, William M.	Concord	Captain
Cunningham, Elijah W.	Hanover	First Lieutenant
Cushman, Earl P.	Claremont	Captain
Cyr, John P.	Nashua	Second Lieutenant
Daley, Eugene F.	Portsmouth	Second Lieutenant
Dalton, Stanley H.	Nashua	Second Lieutenant
Daley, John L.	East Barrington	Second Lieutenant
Dame, Ralph L.	Newport	Second Lieutenant
Daniell, Eugene S.	Greenland	Major

Officer	Residence	Rank
Darby, Roland J.	Whitefield	Second Lieutenant
Darling, Ira A.	Meredith	First Lieutenant
Daudelin, Alfred	Nashua	First Lieutenant
Davis, Chester T.	Wolfeboro	Second Lieutenant
Davis, Earle H.	East Wakefield	Captain
Davis, Edgar A.	Dover	Captain
Davis, Horace J.	Rochester	First Lieutenant
Davis, Leland W.	Concord	Second Lieutenant
Davis, Stilman	Nashua	Captain
Davis, William F.	Keene	Second Lieutenant
Davison, Harold K.	Woodsville	First Lieutenant
Day, Philip S.	Concord	Captain
Day, Robert B.	Concord	First Lieutenant
DeFina, Stefano	Rollinsford	Captain (Italian Army)
DeMerritt, Dean R.	Manchester	First Lieutenant
Densmore, John F.	Hanover	Second Lieutenant
*Dennet, Paul C.	Portsmouth	First Lieutenant
Devine, Maurice F.	Manchester	Captain
Dickey, Ralph C.	Portsmouth	First Lieutenant
Dickens, George F.	Portsmouth	Second Lieutenant
Dignam, Walter J.	Manchester	Captain
Dixon, Donald R.	Claremont	First Lieutenant
Dodge, Arthur M.	Hampton Falls	Captain
Dolan, Bertrand C.	Manchester	First Lieutenant
Dole, John W.	Bristol	Second Lieutenant
Donahue, Joseph D.	East Jaffrey	Second Lieutenant
Doonan, John F.	Greenville	First Lieutenant
Doucet, Charles S.	Manchester	Captain
Doucet, Louis P.	Manchester	First Lieutenant
Dowst, Henry, Jr.	Manchester	Second Lieutenant
Drake, Ervin T.	Franklin	Captain
Drake, Robert A.	Franklin	Second Lieutenant
Drew, John A.	Rumney	Major
Drury, Clinton A.	Alexandria	Second Lieutenant
Drury, Forrest J.	Seabrook	Captain
Dubey, Leon T.	Berlin	Second Lieutenant
DuBois, Benjamin G.	Keene	Captain
Dudley, Albertus T.	Exeter	First Lieutenant
Dudley, Ernest C.	Concord	Second Lieutenant
Dudley, Charles H.	Concord	Second Lieutenant
Dudley, John H.	Exeter	First Lieutenant
Dudley, William A.	Colebrook	Second Lieutenant
Dunbar, Clarence E.	Manchester	Captain
Durgin, Edward C.	East Andover	Captain
Durgin, John F.	Newmarket	Second Lieutenant
*Durgin, Robert G.	Newmarket	Second Lieutenant
Dutton, Salmon F.	Keene	Colonel
Dwinell, George F.	Manchester	Captain
*Eadie, Harold I.	Tilton	Second Lieutenant
Eastman, Arthur G.	South Lyndeboro	First Lieutenant
Eastman, Burns R.	Woodsville	First Lieutenant
Eaton, Dana H.	Littleton	Second Lieutenant
Eaton, William S.	Nashua	Captain
Eckhardt, John C.	Sanbornville	First Lieutenant
Edes, Samuel H.	Newport	Captain
Edgerly, George W.	Pittsfield	Captain
Edgerly, John P.	Gilmanton	Major
Edgerly, Winfield S.	Farmington	Brigadier-General
Edmunds, Arthur D.	Concord	Captain
Eggleston, Herbert C.	Claremont	First Lieutenant
Elliott, Carol S.	Manchester	Second Lieutenant
Elliott, George P.	Manchester	Captain
Elliott, John S.	Madbury	First Lieutenant
*Elliott, Wilkie I.	Nashua	Captain

Officer	Residence	Rank
Ellis, Walter C.	Keene	Captain
Elrod, Harold G.	Manchester	First Lieutenant
Emerson, Dean A.	Milford	Second Lieutenant
Emerson, Harry D.	Hudson	Second Lieutenant
Emerson, Sumner B.	Milford	Second Lieutenant
Emmons, Gardner G.	Concord	First Lieutenant
English, Alpheus T.	Rochester	Second Lieutenant
Erskine, LeRoy G.	Goffs Falls	First Lieutenant
*Evans, Dan	Piermont	Second Lieutenant
Fairbanks, Harold G.	Newport	Second Lieutenant
Fanning, John H.	Concord	Second Lieutenant
Fassett, William M.	Nashua	Brigadier-General
Faulkner, Barry	Keene	First Lieutenant
Faulkner, Richard M.	Keene	Second Lieutenant
Faulkner, Winthrop	Keene	Second Lieutenant
Feindel, Joseph R.	Berlin	Second Lieutenant
Felli, John C.		Cadet, M. A.
Fellows, Harold C.	Gilford	Major
Felton, James B.	Manchester	Captain
Fernald, Orrin E.	Dover	First Lieutenant
Field, John H., Jr.	Nashua	First Lieutenant
Field, Paul J.	Nashua	Second Lieutenant
Fife, Harold E.	Manchester	First Lieutenant
Filian, Clarence G.	Hanover	Second Lieutenant
*Finlayson, Allan	Keene	Second Lieutenant
Fish, Charles C.	Portsmouth	Second Lieutenant
Fiske, George V.	Manchester	Colonel
Flanders, Robert	Manchester	First Lieutenant
Flint, William W., Jr.	Concord	First Lieutenant
Flood, Martin J.	Nashua	Second Lieutenant
Flood, Peter H. A.	Nashua	Captain
Floyd, Walter	Manchester	Captain
Flynn, Peter J.	Manchester	First Lieutenant
Fogarty, Roy H.	Dover	Second Lieutenant
Fogg, Sherburne H.	Durham	Second Lieutenant
Foisie, Philip S.	Pelham	Second Lieutenant
Forand, Henry W.	Manchester	Second Lieutenant
Foshay, Milford R.	Manchester	First Lieutenant
Foss, Alvin E.	Exeter	Captain
Foster, Frank B.	Peterboro	Captain
Foster, George S.	Manchester	Captain
Fowler, Henry W.	Berlin	First Lieutenant
Fraser, Charles E. K.	Peterboro	Captain
French, Charles A.	Laconia	Captain
*French, Robert A.	Nashua	Captain
French, Samuel L.	Manchester	Second Lieutenant
Frost, Carlton P.	Berlin	Second Lieutenant
Frye, Russel T.	Exeter	Second Lieutenant
Fuller, Harold C.	Hanover	Second Lieutenant
*Fuller, Kenneth E.	Claremont	First Lieutenant
Fuller, Howard E.	Exeter	Second Lieutenant
Gage, William H.	Dover	Second Lieutenant
Gamache, Peter C.	Manchester	First Lieutenant
Gamsby, Alden L.	Sunapee	Second Lieutenant
Gannon, Frederick M.	Concord	First Lieutenant
Gardyne, Harold A.	Haverhill	Second Lieutenant
Garland, Harry B.	Nashua	Second Lieutenant
Garrett, Wallace H.	Rye	First Lieutenant
Gault, Harold C.	Milford	Captain
*Genard, Aimie D.	Manchester	First Lieutenant
Gendron, Nelson	Nashua	Captain
Geoffrion, Alfred J.	Manchester	First Lieutenant
George, Frank H.	Merrimack	Second Lieutenant
George, Nathaniel J.	Derry	First Lieutenant

Officer	Residence	Rank
Gibson, Horace D.	Nashua	Second Lieutenant
Gienty, Daniel H.	Concord	Colonel
Giffin, Paul S.	Keene	Second Lieutenant
Gilbo, Bernard J.	Keene	First Lieutenant
Gilchrist, Donald B.	Franklin	Captain
Gile, Archie B.	Hanover	Captain
Gile, Holland	Keene	Captain
Gilmour, John T.	Brookline	Captain
Gilmour, Walter A.	Brookline	First Lieutenant
Gilson, Lewis F.	Farmington	First Lieutenant
Glover, Paul W.	Lisbon	Second Lieutenant
Goodell, William H.	Claremont	Second Lieutenant
Goodnow, Roger W.	Keene	Second Lieutenant
Goldthwait, James W.	Hanover	Captain
Goodrich, Nathaniel L.	Hanover	Captain
Gordon, Malcolm K.	Concord	Captain
Gosselin, Harold G.	Westville	Second Lieutenant
Goulet, Bertrand L.	Manchester	First Lieutenant
Gove, Harry E.	Laconia	First Lieutenant
Graham, Roy C. L.	Epping	Captain
Grant, John W.	Keene	Second Lieutenant
Grant, Arnold J.	Durham	Captain
Gravelle, Alfred F.	Nashua	First Lieutenant
Graves, Everett J.	Exeter	Captain
Graves, Robert J.	Concord	Major
Gray, Stephen A.	Manchester	Second Lieutenant
Green, Wayne S.	Moultonboro	First Lieutenant
Greene, Gardiner F.	Littleton	Second Lieutenant
Greene, Paul S.	Reed's Ferry	First Lieutenant
Gregg, James D.	Wilton	First Lieutenant
Griffin, Philip J.	Portsmouth	First Lieutenant
Grills, Ben W.	Manchester	First Lieutenant
Griswold, James H.	Durham	Second Lieutenant
Guething, Carl T.	Hollis	First Lieutenant
*Guething, Theodore H.	Hollis	First Lieutenant
Guillemette, Joseph	Berlin	Second Lieutenant
Guillet, Noel E.	Manchester	Major
Hackett, Patrick J.	Concord	First Lieutenant
Hackett, Chauncey	Newcastle	Captain
Hackett, William H.	Newcastle	Captain
Hadley, Leon D.	Claremont	Second Lieutenant
Hale, William A.	Manchester	Second Lieutenant
Hall, Fred W.	Center Strafford	Second Lieutenant
Hall, Harry G.	Manchester	First Lieutenant
Hall, Henry F.	Manchester	Second Lieutenant
*Hamburger, Amos F.	South Deerfield	First Lieutenant
Hamlen, Ewing W.	East Jaffrey	Captain
Hardy, Ernest W.	Contoocook	Second Lieutenant
Hardy, William J.	Wendell	Second Lieutenant
Hanley, William T.	Berlin	First Lieutenant
*Harriman, Lynn H.	Concord	Second Lieutenant
Harris, Arthur	Manchester	Captain
Harris, Reginald G.	Manchester	Second Lieutenant
Hart, Edward J.	Exeter	Captain
Hart, Ezra D.	Milton	First Lieutenant
Hartshorn, Elden B.	Hanover	First Lieutenant
Hartshorn, Theodore D.	Hanover	Second Lieutenant
Haselton, Morton L.	Hudson	Captain
Hatch, Harold S.	Berlin	First Lieutenant
Hatch, Laurence B.	East Jaffrey	First Lieutenant
Hathaway, Leander R.	Nashua	Captain
Hawley, Vernon C.	Manchester	Second Lieutenant
Hayes, James	Dover	First Lieutenant
Hayes, James A.	Manchester	Second Lieutenant

Officer	Residence	Rank
Hayes, Karl W.	Rochester	Second Lieutenant
Hayes, Willis B.	Laconia	Major
Hazelton, Paul H.	Manchester	First Lieutenant
Hazen, Harris B.	Lebanon	First Lieutenant
Hazen, John H.	Hanover	Captain
Healey, John J.	Nashua	Second Lieutenant
Healey, Michael J.	Manchester	Colonel
Helff, Joseph R.	Keene	Captain
Henley, Harold B.	Waterloo	First Lieutenant
Henley, Percy H.	Mount Sunapee	Second Lieutenant
Hepler, Jesse R.	Durham	Second Lieutenant
Herlihy, Edward F.	Milford	Captain
Hevenor, Richard S.	Concord	First Lieutenant
Hickman, Harold W.	Manchester	Captain
Hight, Clarence E.	Groveton	First Lieutenant
Hill, Albert E.	Plainfield	Second Lieutenant
Hill, Benjamin F.	Somersworth	Second Lieutenant
Hill, Carl D.	Portsmouth	First Lieutenant
Hill, Lawrence R.	Concord	Captain
Hill, Lucius E.	Manchester	First Lieutenant
Hill, William R.	Concord	Second Lieutenant
Hilliard, Leon W.	East Kingston	First Lieutenant
Hillman, Harry L.	Hanover	First Lieutenant
Hillman, Harvey F.	Pelham	Second Lieutenant
Hills, Frank B.	Peterboro	Major
Hills, Lyman W.	Hudson	First Lieutenant
Hills, Orlando G., Jr.	Hudson	First Lieutenant
Hinds, Charles S.	Franklin	First Lieutenant
Hinman, Burritt H.	Berlin	Captain
Hinman, Hazen B.	North Stratford	First Lieutenant
Hoban, George W.	Claremont	Captain
Hobbs, James F.	North Hampton	Second Lieutenant
Holbrook, Richard L.	Keene	Captain
Holbrook, Sidney W.	Keene	Second Lieutenant
Holland, George D.	Concord	Major
*Hollis, Henry F., Jr.	New London	Second Lieutenant
Holmes-Brown Kenneth L.	West Campton	First Lieutenant
Holmes, Fred	Center Barnstead	Second Lieutenant
Holmes, Robert W.	Keene	Major
Holmgren, Carl M. N.	Concord	Second Lieutenant
Holmgren, Samuel T.	Concord	Second Lieutenant
Honeywell, Roy J.	Hudson	First Lieutenant
Hood, Gilbert H.	Derry	Second Lieutenant
Hopkins, Elwyn C.	Hudson	Second Lieutenant
Horne, Chester A.	Rochester	Second Lieutenant
Hosley, McDowell	Rochester	Second Lieutenant
Hough, Woodbury	Dover	First Lieutenant
Howard, Arthur B.	Concord	First Lieutenant
Howard, Wesley E.	Whitefield	First Lieutenant
Howe, Percival S.	Franconia	Captain
Hoyt, Chauncey B.	Portsmouth	Major
Hoyt, Park R.	Laconia	First Lieutenant
Hoyt, Simes T.	Portsmouth	Captain
Hoyt, Willis H.	Portsmouth	Second Lieutenant
Huchins, George N.	Manchester	Second Lieutenant
Hutchins, Carroll R.	North Conway	Second Lieutenant
Hutchins, George M.	Manchester	Second Lieutenant
Huckins, Theron H.	Tilton	Captain
Hughes, George F.	Granite	Captain
Hull, Gordon F.	Hanover	Major
Hull, Luther N.	Sandwich	Captain
Humiston, John E.	Hanover Center	Second Lieutenant
Hunt, Charles A.	Nashua	Colonel
*Hunt, Cyril T.	Cornish Flat	Second Lieutenant

Officer	Residence	Rank
Hunt, Raeburn S.	Cornish Flat	Second Lieutenant
Hunt, Robert L.	Melvin Village	Second Lieutenant
Hunt, William E.	Nashua	Colonel
Hunter, Edgar H.	Hanover	Captain
Huntress, Frank C.	Keene	First Lieutenant
Hurley, John J.	Manchester	Second Lieutenant
Hurley, M. F.	Manchester	Second Lieutenant
Hurley, Patrick J.	Lancaster	Major
Hurlin, Ralph G.	Antrim	Major
Hurlin, William H.	Antrim	Second Lieutenant
Huse, Ernest L.	Meriden	First Lieutenant
Hussey, Ralph G.	Dover	Captain
Hyde, George E.	East Kingston	Captain
Hyde, Lincoln S.	East Kingston	Second Lieutenant
Ingalls, Everett P.	Berlin	First Lieutenant
Jackson, Roy C.	Whitefield	First Lieutenant
Jacobs, Hal E.	Ashland	Second Lieutenant
Jacobs, Leon H.	Exeter	First Lieutenant
Jacobs, Milton	Berlin	Second Lieutenant
Jacobs, Norman	Berlin	Second Lieutenant
Jacobson, John, Jr.	Manchester	Second Lieutenant
Jacques, Edgar J.	Manchester	Second Lieutenant
Jacques, Louis P. A.	Nashua	Second Lieutenant
Jameson, James W.	Antrim	Lieutenant-Colonel
Jarvis, Samuel G.	Claremont	Second Lieutenant
Jeffers, Weston H.	Pike	First Lieutenant
Jerry, Edward N.	Concord	Major
Johnson, Goodwin A.	Keene	First Lieutenant
Johnson, Hiram L.	Franconia	Major
Johnson, Peter C.	Concord	Captain
Johnstone, Alexander P.	Franklin	First Lieutenant
Johnston, Charles E.	Portsmouth	Captain
Jones, Ezra A.	Manchester	First Lieutenant
Jones, Ralph E.	Keene	First Lieutenant
Jones, Raymond W.	Hanover	First Lieutenant
Joslyn, Elmer R.	Lebanon	Second Lieutenant
Journeay, Edward L.	Walpole	First Lieutenant
*Jutras, William H.	Manchester	First Lieutenant
Kaney, Patrick J.	Hanover	Second Lieutenant
Katz, Simon J.	Portsmouth	Second Lieutenant
Keane, Robert F., Jr.	Concord	First Lieutenant
Keating, Frank R.	Hooksett	Second Lieutenant
Keller, Ralph H.	Keene	Major
Kellogg, Albert B.	Manchester	Captain
Kellogg, Francis F.	Portsmouth	Second Lieutenant
Kellom, Franklin P., Jr.	Winchester	Second Lieutenant
Kellom, George C.	Winchester	Second Lieutenant
Kelly, James P.	Exeter	Captain
Kelty, Harold W.	Manchester	Captain
Kendrick, Patrick F.	Concord	Second Lieutenant
Kent, Hervey	Exeter	Second Lieutenant
Keyes, John H.	Keene	Second Lieutenant
Kiley, James E.	Concord	Second Lieutenant
Kinder, Roland H.	Marlboro	Second Lieutenant
Killourhy, Joseph H.	Laconia	First Lieutenant
Kimball, Charles F.	West Lebanon	Second Lieutenant
King, Charles A.	Dover	Second Lieutenant
King, Harry R.	Nashua	Captain
Kingsford, Howard N.	Hanover	Contract Surgeon
Kinsley, Everett N.	Carroll	Second Lieutenant
Kittredge, Henry C.	Concord	First Lieutenant
Kittredge, Patrick J.	Portsmouth	First Lieutenant
*Knapp, Lee H.	Danbury	First Lieutenant
Knee, George A.	Concord	Captain

Officer	Residence	Rank
Knight, Richard A.	Concord	First Lieutenant
Knight, Robert E.	Westmoreland	First Lieutenant
Knowles, William J.	Bennington	Captain
Knowlton, John G. W.	Exeter	Major
Knowlton, Wade H.	New Boston	Second Lieutenant
Knox, Frank	Manchester	Major
Knox, Warren P.	Dover	First Lieutenant
Koob, William L.	Sunapee	Second Lieutenant
Kuhlke, John R.	Spofford	Second Lieutenant
Labine, Louis U.	Nashua	Second Lieutenant
Ladd, Roger B.	Raymond	Second Lieutenant
Laffin, Clarence B.	Gorham	Major
Lagace, Alphonse	Franklin	First Lieutenant
Lagerquist, Oscar G.	Manchester	Major
Lahan, John R.	Newcastle	First Lieutenant
Lake, Elmer E.	Hampstead	First Lieutenant
La Montagne, Ovide R.	Rochester	Second Lieutenant
Lamson, Charles A.	New London	Captain
Lapierre, Emery I.	Concord	Second Lieutenant
Larivee, Albert I.	Hillsboro	Second Lieutenant
Lathrop, Harold E.	Alton	Second Lieutenant
Lavertue, Joseph H.	Lakeport	Captain
Lavigne, Fred	Manchester	Captain
Lawlar, John C.	Dover	First Lieutenant
Lawrence, Cheney E.	Nashua	First Lieutenant
Lawrence, William D.	Nashua	First Lieutenant
Leach, John D.	Exeter	First Lieutenant
Leclerc, Sylvio	Manchester	Captain
Lee, Joseph Patrick	Nashua	Captain
Leighton, Nahala D.	Dover	Second Lieutenant
Leonard, George W.	Piermont	Second Lieutenant
Lepage, Felix	Manchester	Second Lieutenant
LeVeer, Arthur J.	North Stratford	First Lieutenant
Lewis, Charles W.	Portsmouth	Captain
Lewis, Guy C.	Lebanon	Captain
Libby, Raymond W.	Rochester	First Lieutenant
Lindsley, Thayer	Peterboro	Captain
Liston, Arthur C.	North Walpole	First Lieutenant
Littlefield, Otis M.	Manchester	First Lieutenant
Littlefield, William E.	Exeter	Second Lieutenant
Livingston, Alan C.	Manchester	Second Lieutenant
Llewellyn, Albert S.	Manchester	Second Lieutenant
Locklin, Horace W.	Portsmouth	Captain
Lord, Lester W.	West Ossipee	Captain
Lovejoy, Frank H.	Milford	First Lieutenant
Lovejoy, John O.	Bristol	Second Lieutenant
Loveland, Winslow H.	Hanover	First Lieutenant
Lovely, Bernard H.	Manchester	Captain
Lowe, Ernest W.	Fremont	First Lieutenant
Loynachan, Neil E.	Manchester	Major
Lynch, Patrick J.	Manchester	Captain
Lynde, Leslie E.	Dover	First Lieutenant
Lyons, Frank E.	Manchester	Second Lieutenant
McAllaster, Richard V.	Manchester	Second Lieutenant
McAllaster, William R.	Manchester	First Lieutenant
McAllister, Harold C.	Manchester	First Lieutenant
MacBride, Edwin T.	Rochester	First Lieutenant
McCarthy, James A., Jr.	Portsmouth	Second Lieutenant
McCarthy, Ralph G.	Portsmouth	First Lieutenant
McCarthy, William G.	Manchester	First Lieutenant
McCarty, John E.	Dover	Second Lieutenant
McClellan, Adams N.	Keene	Second Lieutenant
McConachie, Max	Manchester	Second Lieutenant
McCormick, John B.	Gorham	First Lieutenant

Officer	Residence	Rank
McCormick, Joseph H.	Manchester	First Lieutenant
McCushing, Francis P.	Keene	Second Lieutenant
MacDonald, Charles C.	Berlin	Second Lieutenant
McDonald, Tupper	Woodsville	Captain
McDonough, Hubert B.	Manchester	Second Lieutenant
McDougall, James G.	Franklin	Captain
McDougall, Kenneth	Franklin	First Lieutenant
McElroy, Joseph W.	Manchester	Captain
McFarland, Denman T.	West Swanzey	First Lieutenant
McGee, Edward R. B.	Berlin	First Lieutenant
McGinn, John T.	Rochester	Second Lieutenant
McGrail, Frederick R.	Nashua	First Lieutenant
McGreal, Michael R.	Somersworth	Second Lieutenant
McIntyre, Donald R.	Manchester	Second Lieutenant
McIvor, Donald G.	Concord	Captain
McKay, Arthur J.	Nashua	Second Lieutenant
McKeen, Norton	Nashua	First Lieutenant
McKenney, Alfred E.	Durham	Second Lieutenant
McKenzie, William H.	Milford	First Lieutenant
McKeon, James H.	Dover	First Lieutenant
McKernan, John P.	Dover	Second Lieutenant
McKey, Edward V., Jr.	Wonalancet	First Lieutenant
McLane, Clinton A.	Milford	Captain
McLaughlin, Patrick J.	Nashua	Captain
McLucas, Charles A.	Salmon Falls	Second Lieutenant
McMillan, John J.	Nashua	Captain
McMurphy, Allen B.	Concord	Second Lieutenant
McNamara, Michael J.	Laconia	Second Lieutenant
McQuestin, Philip	Nashua	First Lieutenant
MacVeagh, Charles, Jr.	Monadnock	Second Lieutenant
MacVeagh, Ewen C.	Monadnock	Captain
Mack, Elwood L.	Hanover	First Lieutenant
Macomber, George H.	Nashua	Second Lieutenant
Macy, Frederick E. M.	Berlin	— Lieutenant
Madden, George	Dover	Captain
Magoon, Mayo McK.	Lancaster	Second Lieutenant
Maguire, Daniel L.	Nashua	First Lieutenant
Mahoney, Daniel P.	Peterboro	First Lieutenant
Mahoney, Frederick T.	Manchester	Second Lieutenant
Main, Matthew W.	Manchester	First Lieutenant
Manning, Charles H.	Rochester	Captain
Manning, Francis B.	Manchester	Second Lieutenant
Manning, Thomas J.	Manchester	Second Lieutenant
Manter, Franklin H.	Ashland	First Lieutenant
Manter, Ralph M.	Manchester	Captain
Marcon, Louis B.	Berlin	First Lieutenant
Marcoux, Eli A.	Berlin	Second Lieutenant
Marcoux, Oscar	Sanbornville	Second Lieutenant
Marden, Clarence S.	Concord	Major
Marsh, Fred T.	Nashua	First Lieutenant
Martel, Fred J.	Hanover	Major
Martin, Frederick E.	Colebrook	Second Lieutenant
Mason, Herbert J.	Portsmouth	Second Lieutenant
Mason, Stephen S.	Keene	Second Lieutenant
Masseck, Clinton J.	Laconia	Major
Mathewson, Thomas C.	East Jaffrey	Captain
Mattice, Richard G.	Penacook	First Lieutenant
Maynard, David H.	Jaffrey	Second Lieutenant
Maynard, Oswald S.	Nashua	Captain
Mayo, George W.	Laconia	Second Lieutenant
Mayou, Wilbur L.	Keene	Second Lieutenant
Meacham, Chester F.	Littleton	Second Lieutenant
Melendy, Harold A.	Nashua	Second Lieutenant
Merkel, Walter C.	Manchester	Captain

Officer	Residence	Rank
Merrow, Oscar E.	Ossipee	Second Lieutenant
Meryman, Richard S.	Dublin	First Lieutenant
Messier, Auguste A.	Manchester	Second Lieutenant
Metcalf, Carlton R.	Concord	Lieutenant-Colonel
Miller, Harold R.	Woodsville	Second Lieutenant
Miller, Henry L.	Manchester	First Lieutenant
Miller, Lehman W.	Regular Army	Major
Miller, Samuel	Manchester	Captain
Miltimore, John E.	Durham	Second Lieutenant
Miron, Alcide E.	Exeter	Second Lieutenant
Mitchell, Richard A.	Epping	Second Lieutenant
Miville, Emile D.	Manchester	First Lieutenant
Monge, Alexander J.	New Market	Captain
Moore, Edward F.	Hanover	Second Lieutenant
Moore, Frederick W.	Laconia	Captain
Mordor, Joseph A.	Manchester	Second Lieut. (B. A.)
Morey, Leroy H.	Franklin	First Lieutenant
Morin, Jeremiah J.	Rochester	First Lieutenant
Morrill, Arthur C.	Dover	First Lieutenant
Morrill, George W.	Concord	Captain
Morison, James F.	Manchester	Second Lieutenant
Morse, Charles L.	Lancaster	Second Lieutenant
Moses, Lester E.	Lancaster	Second Lieutenant
Moulton, Carl J.	Portsmouth	Second Lieutenant
Moulton, Carroll P.	Ossipee	First Lieutenant
Mountfort, Oscar W.	Nahsua	First Lieutenant
Mousley, Bayard T.	Alstead	Captain
Mulvanity, Albert F.	Nashua	First Lieutenant
Munoz, Gonzalo C.	Center Harbor	Major
Murchie, Lewis K.	Concord	First Lieutenant
Murchie, Robert C.	Concord	Major
Murdoch, Armand L.	Dover	Second Lieutenant
Murphy, Timothy J.	Milford	First Lieutenant
Murphy, William L.	Dover	First Lieutenant
Myer, Charles C.	Hanover	Second Lieutenant
Nash, William E.	Concord	First Lieutenant
Naylor, William H.	Portsmouth	First Lieutenant
Neal, Carroll W.	Regular Army	Lieutenant-Colonel
Neal, Cecil M.	Portsmouth	Captain
Nelson, Rufus L.	Tilton	First Lieutenant
Nelson, Westly J.	Manchester	Second Lieutenant
Newbold, Douglas R.	Concord	Second Lieutenant
Nichols, Earle B.	Newton	Second Lieutenant
Niles, Edward A.	Concord	First Lieutenant
Nobles, William C. E.	Littleton	Captain
Nolan, Charles J.	Manchester	Captain
Nolin, Edward P.	Claremont	Second Lieutenant
Nutter, Charles F.	Nashua	Captain
Nye, George I.	Manchester	First Lieutenant
Oakes, Carl C.	Lisbon	Major
Ober, Donald	Nashua	Second Lieutenant
O'Connor, John C.	Manchester	Major
Odlin, Joseph	Andover	Major
O'Dowd, Richard McD.	Manchester	Second Lieutenant
Officer, Charles B.	Claremont	First Lieutenant
O'Leary, Arthur P.	Keene	Captain
Olson, Arthur	Keene	Second Lieutenant
O'Malley, Christopher T.	Concord	First Lieutenant
O'Neil, James F.	Manchester	Second Lieutenant
O'Neil, Richard J.	Manchester	Second Lieutenant
O'Neill, William F.	Manchester	First Lieutenant
Ordway, Donald	Warner	Captain
Ordway, Frederick I., Jr.	Manchester	First Lieutenant
Osgood, George	New Hampton	Major

Officer	Residence	Rank
Osterhout, John J.	Keene	Captain
Page, Curtis H.	Hanover	Major
Page, John M.	Littleton	First Lieutenant
Palmer, John P.	Portsmouth	Captain
Paradise, Robert C.	Dover	Captain
Park, Richard	Warren	Colonel
Parker, David W.	Manchester	Captain
Parker, Edward G.	Portsmouth	First Lieutenant
Parker, George H.	Hanover	Captain
Parker, John M. G.	Manchester	Captain
Parker, Ralph M.	Milford	Second Lieutenant
*Parnell, George D.	Manchester	First Lieutenant
Partridge, Harry T.	Winchester	Sargeant
Pascoe, William H.	West Ossipee	Second Lieutenant
Patch, Arthur L.	Manchester	Second Lieutenant
Patterson, Russell B.	Regular Army	Major
Paul, Joseph N.	Wakefield	First Lieutenant
Paul, Richard F.	Fitzwilliam	Second Lieutenant
Paulson, Carl G.	Berlin	First Lieutenant
Pease, Robert A.	Nashua	Second Lieutenant
Pepin, William H.	Manchester	Second Lieutenant
Perkins, Frederick	Manchester	Lieutenant-Colonel
Perkins, Ralph S.	Exeter	Captain
Perkins, Rupert G.	Berlin	Second Lieutenant
Perkins, Stephen E.	Bartlett	Second Lieutenant
Perley, George A.	Durham	Captain
Person, Harlow S.	Hanover	Major
Peterson, Henry F.	Manchester	Second Lieutenant
Pettee, Charles S.	Durham	Captain
Pevear, Edward C.	Freedom	First Lieutenant
Phillips, Fred K.	Claremont	First Lieutenant
Pickett, John S.	Hanover	First Lieutenant
Pierce, George R.	Nashua	First Lieutenant
Pike, Lewis F.	Milton	Second Lieutenant
Plaisted, Lester H.	Concord	Captain
Platts, Harry S.	Troy	First Lieutenant
Pollock, Stephen W.	Keene	Second Lieutenant
Pomeroy, Miner W.	Nashua	First Lieutenant
Pope, Lemuel 3d	Regular Army	Second Lieutenant
Posey, Gilbert B.	Portsmouth	Second Lieutenant
Potter, Carroll	Tamworth	Captain
Powers, Harris E.	Manchester	First Lieutenant
Powers, James J.	Manchester	Major
Powers, Leon H.	Nashua	Second Lieutenant
Prentiss, John W.	Keene	Second Lieutenant
Preo, Herbert E. B.	Berlin	First Lieutenant
Pritchard, Ernest W.	Milford	Second Lieutenant
Proctor, Charles A.	Hanover	Captain
Purington, Jacob W.	Dover	First Lieutenant
Pushee, Roy E.	Salem	Second Lieutenant
Pynn, Leander G.	Laconia	Second Lieutenant
Quimby, Charles W.	Manchester	Second Lieutenant
Quimby, Smith A.	Bethlehem	Captain
Quinn, Charles H.	West Concord	Captain
Quirin, John H.	Manchester	Second Lieutenant
Quirin, Louis M.	Manchester	First Lieutenant
Quirk, Thomas J.	Manchester	First Lieutenant
Ramsay, Donald	Nashua	Captain
Ramsay, Louis A.	Manchester	First Lieutenant
Ramsey, Phillips S.	Claremont Junction	Second Lieutenant
Rand, Irving W.	[illegible]	Colonel
Ranno, Charles G.	Manchester	Captain
Ray, Chester M.	Wolfeboro	Second Lieutenant
Raynes, Franklin S.	Portsmouth	Second Lieutenant

Officer	Residence	Rank
Readey, Daniel J.	Manchester	Captain
Readey, Maurice	Manchester	First Lieutenant
Reardon, Jeremiah T.	Concord	First Lieutenant
Reardon, John J.	Concord	Second Lieutenant
Reardon, Timothy P.	Concord	First Lieutenant
Reed, Carroll C.	Hollis	Second Lieutenant
Reed, Clinton A.	Manchester	Second Lieutenant
Reed, John H.	Manchester	First Lieutenant
Reese, Gordon B.	Milford	First Lieutenant
Reid, Walter D.	Berlin	Second Lieutenant
Rexford, Clarence E.	Concord	Major
Rhoades, Albert L.	Nashua	Colonel
Rice, Lynn F.	Groveton	Captain
Richards, John	Concord	First Lieutenant
Richardson, Clesson W.	Marlboro	Second Lieutenant
Richardson, Gerald K.	Littleton	Second Lieutenant
Richmond, Allen P., Jr.	Dover	First Lieutenant
Richter, George A.	Berlin	Major
Ricker, Raymond W. T.	New Durham	Second Lieutenant
Ringland, Hans S.		First Lieutenant
Robbe, Louis E.	Peterboro	Lieutenant-Colonel
Robbins, Hallet R.	Manchester	Captain
Roberts, Horace	Grasmere	Second Lieutenant
Roberts, Ray T.	West Concord	Second Lieutenant
Robertson, Frederick McN.	Bristol	Captain
Robinson, George P.	New Castle	Second Lieutenant
*Robinson, William H.	Hancock	First Lieutenant
Robinson, Harold C.	Manchester	First Lieutenant
Robinson, Harold G.	Conway	Second Lieutenant
Robinson, Henry D.	Manchester	Second Lieutenant
Robinson, Leland P.	Concord	Second Lieutenant
Robinson, William O.	Marlboro	Captain
Robitaille, George W.	Manchester	Second Lieutenant
Roderer, Frank J.	Lebanon	Second Lieutenant
Rogers, John A.	Nashua	First Lieutenant
Rogers, Walter E.	Sanbornville	Second Lieutenant
Rolfe, Hamilton C.	Concord	Second Lieutenant
Rolfe, Onslow S.	Concord	Captain
Rolfe, Robert H.	Concord	Lieutenant-Colonel
Rollins, Carl E.	Dover	Second Lieutenant
Rollins, Lyman	Concord	First Lieutenant
Rollins, Westley G.	Nashua	Second Lieutenant
Rose, Edward C.	Regular Army	Major
Rouse, Herbert H.	Manchester	Captain
Rowe, Gilman S.	Kensington	Second Lieutenant
Rowell, Ernest G.	Claremont	First Lieutenant
Roy, Frederick J.	Woodsville	
Ruggles, Harold L.	Plainfield	Second Lieutenant
Russell, Fay F.	Orford	Second Lieutenant
Russell, Fred C.	Haverhill	First Lieutenant
Russell, George M.	Plymouth	Colonel
Russell, Howard F.	Mont Vernon	Second Lieutenant
Ryan, Arthur McS.	Nashua	Second Lieutenant
Saint-Gaudens, Homer	Cornish	Captain
Saltmarsh, Charles H.	Concord	First Lieutenant
Sanborn, Harlan P.	Wolfeboro	First Lieutenant
Sanborn, James K.	Concord	Second Lieutenant
Sanders, Elmer N.	Regular Army	Cadet, M. A.
Sanford, Lewis W.	Walpole	First Lieutenant
Sargeant, Paul E.	Pittsfield	First Lieutenant
Sargent, Arthur F.	Newport	Second Lieutenant
Sargent, Merton J.	Manchester	First Lieutenant
Sargent, William A.	Plymouth	Second Lieutenant
Sawyer, Howard P.	Concord	First Lieutenant

Officer	Residence	Rank
Sawyer, Robert N.	Manchester	First Lieutenant
Sayers, William J.	Manchester	Captain
Schmechel, Frederick A.	Exeter	Second Lieutenant
*Schmidt, Theodore D.	Portsmouth	First Lieutenant
Scorer, Charles E.	Concord	Major
Scott, Alexander H.	Manchester	First Lieutenant
Scott, Robert D.	Hanover	First Lieutenant
Seaverns, Earle D.	Laconia	First Lieutenant
Seavey, Calvin C.	Claremont	Second Lieutenant
Sellers, Paul T.	Franklin	Second Lieutenant
Sewall, Clarence W.	Salem	First Lieutenant
Sewall, William	Hanover	First Lieutenant
Shanahan, William H.	Somersworth	Captain
Shannon, Edwin H.	Laconia	Second Lieutenant
Shattuck, Maxwell C.	Bristol	First Lieutenant
Shattuck, Milton C.		Cadet, M. A.
Shaw, Harry A.	Manchester	First Lieutenant
Shea, Daniel F.	Manchester	Second Lieutenant
Shedd, Gale, Jr.	Keene	Captain
Sheldon, Everett L.	Claremont	Second Lieutenant
Shepard, Alan B.	Derry	First Lieutenant
Sherburne, Eugene T.	Manchester	Major
Sherman, Maurice N.	Rochester	Second Lieutenant
Shillaber, John J.	Portsmouth	Second Lieutenant
Shirley, Thomas E.	Manchester	First Lieutenant
Shum, Raymond E.	Dover	Second Lieutenant
Shuttleworth, William E.	Portsmouth	Second Lieutenant
Sibley, Homer T.	Newport	Second Lieutenant
Sleeper, Almon L.	Exeter	Second Lieutenant
Sleeper, Perley B.	Exeter	Captain
Sleeper, Richard B.	Hopkinton	Second Lieutenant
Small, Harold E.	Nashua	Major
Smith, Arthur L.	Portsmouth	First Lieutenant
Smith, Charles H.	Nashua	Second Lieutenant
Smith, Fred A.	Woodsville	Second Lieutenant
Smith, George M.	Hinsdale	Second Lieutenant
Smith, Henry E.	Keene	Second Lieutenant
Smith, Harry F.	Peterboro	Captain
Smith, Homer B.	Lancaster	Lieutenant-Colonel
Smith, Howard B.	Newport	Captain
Smith, Ray W.	Keene	Second Lieutenant
Smith, Richard T.	Concord	Second Lieutenant
Smith, Stephen H.	Milton	First Lieutenant
Smith, Victor H.	Hudson	Second Lieutenant
Smith, Walter B.	Manchester	Second Lieutenant
Smith, William E.	Franklin	First Lieutenant
Snelling, George L.	Manchester	First Lieutenant
Snow, Conrad E.	Rochester	Captain
Snow, Leslie W.	Rochester	Major
Snow, Samuel D.	North Conway	First Lieutenant
Souter, William N.	New Castle	Captain
Spalding, Dexter E.	Nashua	First Lieutenant
Spaulding, Roger W.	Lancaster	First Lieutenant
Spear, Franklin E.	Woodsville	First Lieutenant
Spencer, Archie McQ.	Plymouth	Second Lieutenant
Spofford, Charles B., Jr.	Claremont	Second Lieutenant
Sprague, Fred A.	Concord	Captain
Springfield, Carl K.	Rochester	Second Lieutenant
Squires, Walter H.	Haverhill	Captain
Stanley, John W.	Concord	Second Lieutenant
Stanley, Oramel H.		Major
Stark, Maurice A.	Goffstown	First Lieutenant
Stark, Roy F.	Laconia	Captain
Steady, Louis C.	Berlin	First Lieutenant

Officer	Residence	Rank
Stearns, Harry B.	Wilmot	First Lieutenant
Steinfield, Frank	Claremont	Second Lieutenant
Stevens, Clark L.	Colebrook	First Lieutenant
Stevens, George R., Jr.	Durham	First Lieutenant
Stevens, Raymond S.	Nashua	Second Lieutenant
Stevenson, Reginald C.	Exeter	Major
Stewart, Donald G.	Gorham	First Lieutenant
Stickney, George A.	Concord	Second Lieutenant
Stickney, Henry L.	Manchester	Major
Stillings, Lee C.	Alstead	Captain
Stoddard, Walter A.	Merrimack	Second Lieutenant
Stone, Charles S.	Andover	First Lieutenant
Stone, Harold G.	Dover	Second Lieutenant
Storer, Paul N.	Claremont	Second Lieutenant
Strain, Crawford L.	Canaan	Second Lieutenant
Straw, Amos G.	Manchester	Major
Straw, William P.	Manchester	Major
*Sturtevant, Charles A.	Manchester	Captain
Sullivan, Daniel J.	Manchester	First Lieutenant
Sullivan, Dennis E.	Concord	Captain
Sullivan, Frank D.	Somersworth	First Lieutenant
Sullivan, Jeremiah W.	Peterboro	Second Lieutenant
Sullivan, Joseph A.	Dover	First Lieutenant
Sullivan, Lynde	Durham	Captain
Sullivan, William E.	Nashua	Lieutenant-Colonel
Summerbell, Carlyle	Wolfeboro	First Lieutenant
Sunderland, John, Jr.	Dover	Second Lieutenant
Swain, Louis C.	Exeter	Second Lieutenant
Swan, Reuben C.	Berlin	Second Lieutenant
Sweeney, Frederick C.	East Jaffrey	Captain
Sweeney, James	Nashua	Captain
Sweeney, John E.	Nashua	Second Lieutenant
Sweeney, William H.	Lakeport	Captain
Swenson, Guy A.	Concord	First Lieutenant
Swett, Eddy B.	Grasmere	Captain
Sym, Harold A.	Manchester	Second Lieutenant
Talbot, Bertell L.	Milford	Major
Tarleton, Leeson O.		Major
Tarnosky, John W.	East Alstead	Captain
Taylor, Edgar C.	Derry	Second Lieutenant
Taylor, George L.	Alstead Center	Major
Taylor, Harry		Brigadier-General
Taylor, John C.	Manchester	First Lieutenant
Tenney, Clesen H.	Plymouth	Captain
Tenney, Edward B.	Claremont	Second Lieutenant
Terrien, George D.	Nashua	First Lieutenant
Thayer, Arthur S.	New Ipswich	Second Lieutenant
Therrien, Eugene J.	Rochester	Captain
*Thomas, William H.	Candia	Second Lieutenant
Thompson, Elmer J.	Contoocook	Second Lieutenant
Thompson, James C.	North Stratford	Captain
Thompson, John F.	Tilton	Second Lieutenant
*Thompson, Raymond W.	Concord	Second Lieutenant
Thompson, Wesley C.	Newport	First Lieutenant
*Thornburgh, Robert M.	Cornish	Lieutenant-Colonel
Thornburgh, Thomas T.	Cornish Flat	Second Lieutenant
Thorpe, Burton D.	Newport	First Lieutenant
Thurber, George F.	Nashua	Captain
Tibbets, Carlton B.	Somersworth	Second Lieutenant
Tibbetts, Guy D.	Bennington	Captain
Tibbetts, John Minot	Dover	Second Lieutenant
Tilton, Charles E.	Tilton	First Lieutenant
Tilton, Elmer H.	Laconia	Second Lieutenant
Tipping, Charles H.	Claremont	Captain

Officer	Residence	Rank
Togus, Leopold T.	Hooksett	Captain
Toland, Edward D.	Concord	Captain
Tompkins, Francis P.	Canaan	First Lieutenant
Tower, Alfred L.	Charlestown	Second Lieutenant
Towle, Edwin L.	Manchester	Captain
*Towle, Frederick S.	Portsmouth	Captain
Towle, Murray H.	Northwood Ridge	First Lieutenant
Towler, Eugene D.	Hanover	Second Lieutenant
Toye, John E.	Charlestown	Captain
Trachier, Frederick J.	Franklin	Second Lieutenant
Tracy, Edward A.	Keene	Captain
Treadwell, Abbot, Jr.	Concord	Second Lieutenant
Tredick, George A.	Portsmouth	First Lieutenant
Tremblay, Bertrand E.	Manchester	First Lieutenant
Trumbull, George M.	New Market	First Lieutenant
Tucker, Ernest A.	Dunbarton	Second Lieutenant
Tucker, John E.	Deerfield	First Lieutenant
Tucker, Morris A.	Wakefield	Second Lieutenant
Tutherly, Herbert E.	Claremont	Lieutenant-Colonel
Twitchell, Clarence C.	Manchester	First Lieutenant
Tyler, Clarence G.	Exeter	First Lieutenant
Underwood, Gordon B.	Manchester	Major
Upham, Walter A.	Greenville	Captain
Varney, Russell F.	Rollinsford	Second Lieutenant
Veazey, John W.	Groveton	First Lieutenant
Vincent, Craig	Bedford	Second Lieutenant
Vittum, Charles C.	Laconia	Second Lieutenant
Wagner, Edgar R.	Manchester	Second Lieutenant
Wainwright, Carl A.	Hanover	Captain
Waite, Walter I.	Concord	First Lieutenant
Walbridge, Robert E.	Peterboro	Second Lieutenant
Walker, Archibald W.	Claremont	First Lieutenant
Walker, Byron B.	Amherst	Second Lieutenant
Walker, Charles R.	Concord	First Lieutenant
Walker, Charles S.	Keene	Major
Walker, Richard F.	Claremont	First Lieutenant
Walker, Wallace D.	Portsmouth	Major
Wallace, Arthur L.	Nashua	First Lieutenant
Wallace, Clinton P.	Manchester	Second Lieutenant
Wallace, Louis B.	Rochester	First Lieutenant
Wallace, Louis S.	Concord	First Lieutenant
Warden, John B.	Whitefield	Captain
Warren, Paul A.	Claremont	Second Lieutenant
Washburn, Harold E.	Hanover	First Lieutenant
Washburn, I. H.	Portsmouth	Captain
Wasson, Bert	Lakeport	First Lieutenant
Waterman, Clarence S.	Durham	Second Lieutenant
Waterman, John K.	Manchester	Second Lieutenant
Watson, George M.	Manchester	Major
Watson, Philip W.	Durham	Second Lieutenant
Weaver, Charles A.	New Boston	Second Lieutenant
Webber, Norman B.	Manchester	Captain
Webster, Jerome P.	Plymouth	First Lieutenant
Webster, William T.	Berlin	Second Lieutenant
Weeks, Harold J.	Exeter	Second Lieutenant
Wentworth, Charles S.	Rye	Major
Westover, Kyle C.	Manchester	Second Lieutenant
Wheat, Arthur F.	Manchester	Major
Whedon, Roger P.	Manchester	Second Lieutenant
*Wheeler, David E.	Concord	First Lieutenant
Wheeler, Harold L.	Nashua	Second Lieutenant
Whippen, Leonard S.	Kingston	First Lieutenant
*Whitcomb, Roswell D.	East Charlestown	First Lieutenant
White, Alpheus B.	Peterboro	Second Lieutenant

Officer	Residence	Rank
White, Donald H.	Berlin	First Lieutenant
White, Donald G.		Cadet, M. A.
*White, John P.	Portsmouth	First Lieutenant
White, Philip H.	Portsmouth	Second Lieutenant
Whitford, Nehemiah O.	Warner	Major
Whitney, Clarence E.	Nashua	Second Lieutenant
Whitney, Harlan R.	Northwood	First Lieutenant
Whittemore, Hollie L.	Colebrook	Second Lieutenant
Whittemore, Laurence F.	Pembroke	Second Lieutenant
Whittier, Burton H.	Claremont	Second Lieutenant
Whittock, Paul	New Castle	Captain
Whittum, Norman A.	Jefferson	Second Lieutenant
Wiggin, Chester McL.	Conway	First Lieutenant
Wiggin, Edwin A.	Exeter	Second Lieutenant
Wiggin, Rohl C.	Concord	First Lieutenant
Wight, Willard	Berlin	Second Lieutenant
*Willand, Pitt S.	Dover	Second Lieutenant
Wilcomb, Owen V.	The Weirs	Major
Wilkins, Charles H.	Concord	Second Lieutenant
Wilkins, George C.	Manchester	Major
Wilkins, Russell	Concord	Lieutenant-Colonel
Williams, Harry G.	Gilsum	Captain
Wilson, Edward T.	Farmington	First Lieutenant
Wilson, George S.	Milford	First Lieutenant
Wilson, Homer B.	West Lebanon	First Lieutenant
Wilson, James K.	Portsmouth	Captain
Wilson, Stark D.	Berlin	First Lieutenant
Winant, John G.	Concord	Captain
Wing, Person W.	Canaan	Captain
Wingate, Frank H.	Nashua	First Lieutenant
Woodbury, Philip J.	Hillsboro	Second Lieutenant
Woodman, James B.	Franklin	Lieutenant-Colonel
Woods, Ernest S.	Nashua	Second Lieutenant
Woods, Herbert A.	Manchester	Second Lieutenant
Woodworth, Charles P.	Concord	Captain
Work, Olin C.	Exeter	Second Lieutenant
Worthington, Harry T.	Concord	Second Lieutenant
Yeaton, Harry P.	East Andover	Second Lieutenant
Yeaton, Ivan A.	Pittsfield	Second Lieutenant
Young, Mason J.		Major

Yankee (26th) Division—The 103d Regiment, in which so many New Hampshire boys served, was part of the 26th Division, and this division included by far more New Hampshire troops than any other unit in the army. Probably more than one-half of all the New Hampshire soldiers served at some time or other in this division.

New Hampshire troops saw service on practically every stretch of the western front from British lines in Belgium to inactive sectors in the Vosges. On October 21, 1917, Americans entered the line in the quiet Toul sector. From that date to the armistice American units were somewhere in line almost continuously.

The first major operation in which American troops were engaged was the Cambria battle at the end of the campaign of 1917. Scattering medical and engineering detachments, serving with the British, were present during the action but sustained no serious casualties.

German Offensives—The campaign of 1918 opened with the Germans in possession of the offensive. In a series of five drives of unprecedented

violence the imperial Great General Staff sought to break the allied line and end the war. These five drives took place in five successive months, beginning in March. Each drive was so timed as to take advantage of the light of the moon for that month.

The first drive opened on March 21, on a 50-mile front across the old battlefield of the Somme. In 17 days of fighting the Germans advanced their lines beyond Noyon and Montdidier and were within 12 miles of the important railroad center of Amiens with its great stores of British supplies. In this battle, also known as the Picardy offensive, approximately 2,200 American troops, serving with the British and French, were engaged.

The attack upon Amiens had been but partially checked when the enemy struck again to the north in the Armentieres sector and advanced for 17 miles up the valley of the Lys. A small number of Americans, serving with the British, participated in the Lys defensive.

For their next attack (May 27) the Germans selected the French front along the Chemin des Dames north of the Aisne. The line from Rheims to a little east of Noyon was forced back. Soissons fell, and on May 31 the enemy had reached the Marne Valley, down which he was advancing in the direction of Paris. At this critical moment our 2d Division, together with elements of the 3d and 28th Divisions were thrown into the line. By blocking the German advance at Chateau-Thierry, they rendered great assistance in stopping perhaps the most dangerous of the German drives. The 2d Division not only halted the enemy on its front but also recaptured from him the strong tactical positions of Bouresches, Belleau Wood, and Vaux.

The enemy had by his offensives established two salients threatening Paris. He now sought to convert them into one by a fourth terrific blow delivered on a front of 22 miles between Montdidier and Noyon. The reinforced French Army resisted firmly and the attack was halted after an initial advance of about six miles. Throughout this operation (June 9-15) the extreme left line of the salient was defended by our 1st Division. Even before the drive began the division had demonstrated the fighting qualities of our troops by capturing and holding the town of Cantigny (May 28).

There followed a month of comparative quiet, during which the enemy reassembled his forces for his fifth onslaught. On July 15 he attacked simultaneously on both sides of Rheims, the eastern corner of the salient he had created in the Aisne drive. To the east of the city he gained little. On the west he crossed the Marne, but made slight progress. His path was everywhere blocked. In this battle 85,000 American troops were engaged—the 42d Division to the extreme east in Champagne, and the 3d and 28th to the west, near Chateau-Thierry.

STATE ARMORY, MANCHESTER.

Allied Offensives—The turning point of the war had come. The great German offensives had been stopped. The initiative now passed from Ludendorff to Marshal Foch, and a series of allied offensives began.

New Hampshire troops in large numbers participated in the first of the Allied counter-offensives which was launched July 18. Its purpose, which was accomplished, was to flatten the line out from Soissons to Rheims. The 26th and seven other American divisions fought in co-operation with French troops.

Two days later the British struck on the Somme in a battle which lasted without interruption until the end of the war.

On August 18 General Mangin began the Oise-Aisne phase of the great allied offensive. Starting from the Soissons-Rheims line, along which they had come to rest August 6, the French armies advanced by successive stages to the Aisne, to Laon, and on November 11 were close to the frontier. In the first stages of this advance they were assisted by the 28th, 32d, and 77th American divisions, but by September 15 all of these were withdrawn for the coming Meuse-Argonne offensive of the American Army.

The day after the opening of the Oise-Aisne offensive the British launched the first of a series of attacks in the Ypres sector which continued with some interruptions to the time of the armistice and may be termed the "Ypres-Lys offensive." Four American divisions at different times participated in this operation. The 27th and 30th were engaged in the recapture of Mount Kemmel August 31 to September 2. The 37th and 91st were withdrawn from the Meuse-Argonne battle and dispatched to Belgium where they took part in the last stages of the Ypres-Lys offensive (October 31 to November 11).

With the organization of the American First Army on August 10, under the personal command of General Pershing, the history of the American Expeditionary Forces entered upon a new stage. The St. Mihiel (September 12-16) and Meuse-Argonne (September 26-November 11) offensives were major operations planned and executed by American generals and American troops.

The Battle of St. Mihiel—The first distinctly American offensive was the reduction of the St. Mihiel salient carried through from September 12 to September 15, largely by American troops and wholly under the orders of General Pershing.

The Battle of the Meuse-Argonne—The object of the Meuse-Argonne offensive, said General Pershing in his report of November 20, 1918, was "to draw the best German divisions to our front and to consume them." This sentence expresses better than any long description not only the object but also the outcome of the battle. Every available American

division was thrown against the enemy. Every available German division was thrown in to meet them. At the end of 47 days of continuous battle our divisions had consumed the German divisions.

The goal of the American attack was the Sedan-Meziéres Railroad, the main line of supply for the German forces on the major part of the western front. If this line were cut, a retirement on the whole front would be forced. This retirement would include, moreover, evacuation of the Briey iron fields, which the Germans had been using to great advantage to supplement their iron supply. The defense of the positions threatened was therefore of such importance as to warrant the most desperate measures for resistance. When the engagement was evidently impending the commander of the German Fifth Army sent word to his forces, calling on them for unyielding resistance and pointing out that defeat in this engagement might mean disaster for the fatherland.

On the first day, the 26th of September, and the next day or two after that, the lines were considerably advanced. Then the resistance became more stubborn. Each side threw in more and more of its man power until there were no more reserves. Many German divisions went into action twice, and not a few three times, until, through losses, they were far under strength. All through the month of October the attrition went on. Foot by foot American troops pushed back the best of the German divisions. On November 1 the last stage of the offensive began. The enemy power began to break. American troops forced their way to the east bank of the Meuse. Toward the north they made even more rapid progress, and in seven days reached the outskirts of Sedan and cut the Sedan-Meziéres Railroad, making the German line untenable.

The success of these allied offensives in the fall of 1918 crushed the German army on the western front and brought about the armistice on November 11. The 26th Division, next to the 1st (Regular Army) Division, saw more strenuous active fighting than nearly any other unit in the army. For 45 days it was under fire.

Casualties—The casualties suffered by New Hampshire soldiers and sailors have never been officially announced by the government. Records at the State House show a total casualty list of 697. The number killed in action was 230, and 76 died of wounds, 315 died of disease, 5 committed suicide, 5 were drowned, 22 were accidentally killed, 7 were lost at sea, 1 was murdered, and the others are simply reported "missing."

The names of these 697 men appear on the memorial tablet in the State House. The War Department at Washington announced on December 13, 1926, that 197 New Hampshire men were killed in action, 61 died of wounds, a total of 258 battle deaths. This statement gives the total casualties of the State as 1,254. The following is the roll of honor of those whose names appear on the official list of deceased soldiers and sailors in the State House:

WORLD WAR ROLL OF HONOR.

NAME	CITY OR TOWN
Abbott, Thomas H.	Concord
Ahern, John B.	Manchester
Allard, Arthur J.	Manchester
Allison, Harley W.	Haverhill
Altobelli, Frank	Berlin
Ansaldo, Andrew	Milford
Ashley, Percy	Dorchester
Averill, Ray R.	Manchester
Ayer, Charles H.	Claremont
Bacon, Willie J.	Rumney
Badger, Armond J.	Littleton
Bailey, Burns W.	New Boston
Bailey, Harold E.	Winchester
Bailey, Percy H.	Hillsboro
Baker, Harry F.	Orford
Baker, Herbert E.	Holderness
Baldwin, Silas F.	Keene
Baratelli, Dante J.	Concord
Baribeau, Arthur J.	Claremont
Barnard, Charles O.	Plymouth
Barrett, William H.	Lyman
Barry, Bernard B.	Manchester
Barry, Stephen .F.	Manchester
Bartlett, Frank D.	Moultonboro
Bassett, Harry E.	Boscawen
Batchelder, Claude R.	Alton
Beadle, Ray W.	Manchester
Bean, Arthur L.	Eaton
Beauchesne, Arthur	Newmarket
Beauclerk, Sydney W.	Concord
Beck, James H.	Mason
Beckett, Robert C.	Concord
Beggs, Frank	Concord
Bell, Herbert H.	Concord
Bell, Osborn	Berlin
Bemis, Frank O.	Antrim
Benjamin, Burton Q.	Claremont
Benoit, Aime	Nashua
Bent, Roy H.	Wilton
Berestechki, Konstante	Manchester
Bergeron, Arthur O.	Manchester
Bergeron, Henry J.	Keene
Bergin, Percy	Lisbon
Berry, Ray H.	New Durham
Bettenski, Joseph	Rochester
Betz, William	Berlin
Bickford, Seth P.	Newmarket
Bissell, James H.	Keene
Bitgood, Charles E.	Derry
Blackstone, Guy H.	Laconia
Blackstone, Herbert W.	Laconia
Blair, Clarence L.	Laconia
Blake, Herbert E.	Haverhill
Blakeley, Charles H.	Manchester
Blandin, Paul G.	Amherst
Bliss, Arthur H.	Lebanon
Bock, Chester A.	Portsmouth
Bockus, Hollis E.	Laconia
Boissonneau, Omer	Manchester
Booma, Frank	Portsmouth
Borland, Robert M.	Errol
Bossie, Dennis J.	Hillsboro
Bouchard, Lionel	Manchester
Bouford, Edward	Troy
Boulay, Emile	Manchester
Boulay, Raymond	Somersworth
Bouley, Charles O.	Nashua
Bouley, Eli	Nashua
Bourassa, Emil J.	Gorham
Bourdeau, William M.	Concord
Bourdon, Everett J.	Northwood
Bousquet, Alfred H.	Manchester
Bradley, Peter R.	Manchester
Brennan, William F.	Tamworth
Brewster, Claude J.	Newport
Brien, Armand A.	Manchester
Britton, Carl P.	Alstead
Brooks, Charles H.	Concord
Brooks, Frank L.	Keene
Brown, William J.	Manchester
Brunelle, Alba F.	Littleton
Buckman, Horace	Rochester
Bugail, Julian J.	Nashua
Burdick, Charles C.	Greenville
Burke, Bertram N.	Franklin
Burnette, John E.	Piermont
Burns, Emile T.	Nashua
Bush, George J.	Rochester
Bushee, Warren G.	Lebanon
Buswell, Frank A.	Bedford
Buzzell, Paul H.	Benton
Cady, Leslie C.	Claremont
Calderara, Carlo	Milford
Call, Ernest J.	Manchester
Caouette, George	Berlin
Carey, Austin H.	Keene
Carpenter, Charles S.	Littleton
Carignan, Joseph.	Manchester
Carter, Donald A.	Lebanon
Castonguay, Napoleon P.	Gorham
Castonguay, Oswald	Greenville
Catsavos, James	Nashua
Cavis, George M.	Bristol
Chabott, Wilfred J.	Laconia
Chagnon, Eugene	Nashua
Champa, Mike T.	Manchester
Chaplin, Clayton C.	Rochester
Chapman, Lester	Laconia
Charlonne, Herman C.	Jaffrey
Chartier, Antonio	Manchester
Chartier, David	Manchester
Chartier, Louis U.	Manchester
Chase, Frank H.	Nashua
Chase, Leon L.	Bath
Chase, Lester W.	Derry
Cheney, William H.	Peterboro
Christianson, Conrad J.	Berlin
Christie, John W.	Dover
Clark, Arthur J.	Derry
Clark, Earl B.	Barnstead
Clark, Joseph F.	Derry
Clark, Millard C.	Bethlehem
Clark, William H. T.	Nashua
Clayburn, George	Piermont

Name	City or Town
Clifford, Edward	Nashua
Clough, Merrill	Lisbon
Clough, William O	Manchester
Clougherty, Joseph	Manchester
Clover, Gerald K	New Boston
Coffey, James E	Nashua
Colby, Alfred J	Ossipee
Colby, Myron O	Manchester
Collins, John J	Manchester
Coleman, Arthur I	Exeter
Condon, Edward J	Claremont
Conley, James B	Bethlehem
Connors, John J	Portsmouth
Cooper, Ray E	Sunapee
Connell, Andrew F	Rochester
Corriveau, Paul E	Concord
Cote, Alfred J	Keene
Cote, Philias	Claremont
Cote, Theobald P	Manchester
Cote, William E	Somersworth
Coty, Louis	Littleton
Covey, Earl A	Exeter
Cox, Charles	Manchester
Coyne, Thomas J	Manchester
Cram, Earl W	Pittsfield
Crawford, John E	Manchester
Crippen, Clayton W	Colebrook
Cronin, Daniel A	Manchester
Cronin, George H	Manchester
Cronin, James J	Manchester
Crosby, Leon H	Andover
Croteau, Clarence J	Marlboro
Cullerot, Stanis J	Manchester
Currie, Arthur W	Exeter
Curtis, Harry L	Stratford
Cyr, William	Manchester
Dale, Walter G	Stratford
Damon, Milo M	Keene
Danis, Alpha J	Pittsfield
Daudier, Thomas	Manchester
Davey, Harry E	Keene
Davis, Carl G	Plaistow
Davis, John E	Concord
Davis, Lawrence C	Henniker
DeCato, Ernest W	Enfield
Dennett, Paul C	Portsmouth
Deschenes, Amedee	Nashua
Desfosse, Frank E	Manchester
Desilets, Leo A	Keene
Desrosiers, Eugene	Claremont
Desrosiers, Francois X	Greenville
Desrosiers, Wilfred J	Greenville
Desruisseaux, William	Manchester
Dickinson, Timothy F	Lisbon
Dilboy, George	Keene
Dion, George E	Franklin
Dobbins, William H	Dover
Donnelly, Thomas M	Northumberland
Doran, Charles P	Wilmot
Dougherty, Christopher L	Hillsboro
Douglass, Lorenzo	Eaton
Dow, Leroy E	Moultonboro
Dowd, Harold E	Manchester

Name	City or Town
Downing, Arthur N	Rumney
Downing, Charles J	Rochester
Downing, Francis A	Northumberland
Downs, James H	Danbury
Doyen, Charles A	Concord
Drew, Elden W	Tamworth
Drew, Herbert C	Concord
Drew, Leon S	Newport
Drew, Walter T	Concord
Drouin, Arthur E	Windham
Drouin, George W	Dover
Duby, Amey J	Whitefield
Dubuque, Joseph C	Nashua
Dumas, Joseph	Berlin
Dumond, Alphonse	Somersworth
Dumoulin, Edward J	Franklin
Dunt, Alfred	Berlin
Dupont, Ernest J	Gorham
Dupuis, Adelard C	Manchester
Dupuis, Ezra	Ashland
Dupuis, George E	Lebanon
Durand, Otto L	Plymouth
Durgin, Robert G	Newmarket
Dusannki, Steve	Campton
Dutton, Harold L	Portsmouth
Eadie, Harold I	Tilton
Eastman, Bernard W	Canaan
Eastman, Wesley M	Easton
Edmonds, John H	Lancaster
Edwards, Orrin H	Hancock
Elam, George H	Dover
Ellingwood, Wilmer R	Northumberland
Elliott, Harry	Mason
Elliott, Wilkie I	Nashua
Ellison, Roy S	Jaffrey
Emerson, Alvah W	Rochester
Emerson, Harold B	Orford
Emerson, Harold R	New Boston
Emerson, Lloyd F	Lebanon
Enright, James D	Manchester
Erlando, George N	Nashua
Estes, Roy G	Stratford
Evans, Dan	Piermont
Evans, Fred	Enfield
Evans, George E	Hopkinton
Farley, Earl D	Nashua
Farley, Irving J	Concord
Farrie, Charles A	Claremont
Faucher, Rosario	Manchester
Faulkner, Clarence W	Conway
Fedoreczyk, Pawel	Lincoln
Feeny, George F	Alton
Fenga, Apostal A	Nashua
Fenlason, William A	Franklin
Ferguson, James H	Merrimack
Field, Harold M	Keene
Fifield, Henry A	Thornton
Fingleton, Louis J	Portsmouth
Fiori, Amedio	Portsmouth
Fisher, Ervin R	Derry
Fitzwilson, James E	New London
Flanders, Alfred S	Newport
Fletcher, Lester R	Franklin

Name	City or Town
Fletcher, Lucy N.	Concord
Fletcher, Robert H.	Lancaster
Flynn, James B.	Nashua
Flynn, John F.	Portsmouth
Foley, Martin J.	Manchester
Forest, Francis E.	Manchester
Forsaith, James M.	Chester
Fortier, Napoleon	Berlin
Fountain, William F.	Manchester
Fournier, Louis D.	Manchester
Fraser, Gilbert D.	Merrimack
Fraser, Louis P.	Nashua
Fraser, Ronald C.	Manchester
Fratus, Clifford A.	Laconia
Frechette, Fred	Berlin
Freeman, John E.	Northumberland
Freihofer, Charles T.	Alstead
French, Ray M.	Haverhill
French, Robert A.	Nashua
Friend, Osborne P.	Claremont
Frost, Mark W.	Hampstead
Frost, Mike	Berlin
Fugere, William G.	Belmont
Fuller, Kenneth E.	Exeter
Gagne, Odilion	Berlin
Garrett, Henry J.	Manchester
Gauthier, Albert	Nashua
Gay, Joseph	Manchester
Genard, Aimee D.	Manchester
Gerard, Edward	Laconia
Gerard, George R.	Portsmouth
Gilbert, Mark J.	Keene
Gildea, Patrick J.	Manchester
Gillingham, Arthur J.	Newport
Gilman, Harold W.	Stewartstown
Gilmore, Patrick	Manchester
Glass, Harold G.	Lincoln
Glidden, Harold E.	Moultonboro
Glover, Lynnwood C.	Winchester
Godreau, Ernest	Derry
Goodell, Harold E.	Lebanon
Goodwin, John R.	Plymouth
Gordan, Grant H.	Keene
Gordan, William O.	Salem
Gossler, Henry	Manchester
Goudie, Clark A.	Lisbon
Gould, Frederick W.	Meredith
Gove, Harold F.	Newbury
Goyer, Josaphat O.	Manchester
Grady, Edward J.	Manchester
Grant, Frank H. N.	Portsmouth
Grant, Fred E.	Manchester
Gravelle, Clement W.	Nashua
Gregoire, Arthur	Manchester
Griffin, James J.	Keene
Griggs, Roy H.	Meredith
Grimard, Jean	Manchester
Guerin, Joseph A.	Gorham
Guething, Theodore H.	Hollis
Guignard, Luc	Somersworth
Guyer, Arthur G.	Lebanon
Guyette, Joseph N.	Concord
Haas, Albert P.	Bennington
Hagan, Woodbury D.	Concord
Hagemann, Eugene C.	Nashua
Haire, Walter R.	Tilton
Haley, John P.	Manchester
Hall, Charles W.	Derry
Hamburger, Amos F.	Deerfield
Harnold, Frederick C.	Barnstead
Harpell, Carroll D.	Peterboro
Harriman, Harry A.	Wolfeboro
Harriman, Lynn H.	Manchester
Hart, Charles	Lancaster
Hartford, Edgar C.	Derry
Hartshorn, Louis S.	Milford
Hassotis, Eftathios	Manchester
Hatt, Fay E.	Portsmouth
Heath, Everett M.	Hillsboro
Heath, George E.	Hooksett
Hebert, Joseph	Manchester
Hickey, Frederick J.	Keene
Hicks, Lester H.	Hillsboro
Higgins, Irving W.	Manchester
Hill, Hugh C.	Portsmouth
Holland, Frederick F.	Manchester
Holland, Roy S.	Concord
Holland, William A.	Boscawen
Holland, William H.	Litchfield
Hollingshead, Charles	Derry
Hollis, Allen, Jr.	Concord
Holmes, William S.	Gorham
Holt, Grant	Newport
Hooper, Don S.	Lempster
Horan, Charles F.	Manchester
Horne, Joseph F.	Rochester
Houle, Napoleon	Groton
Houle, Theodore P.	Lebanon
Houston, George S.	Boscawen
Humiston, John	Jaffrey
Hunt, Cyril T.	Cornish
Huson, Frederick R.	Derry
Hussey, William B.	Ossipee
Ingerson, Dewey W.	Whitefield
Jacob, Arthur O.	Manchester
Jacques, Alfred	Colebrook
Johns, David	Peterboro
Johnson, Arthur G.	Manchester
Johnson, Homer A.	Berlin
Johnson, John W.	Milford
Jutras, William H.	Manchester
Kalivas, Christos N.	Manchester
Kameras, John G.	Manchester
Karveles, Ancatas	Walpole
Kelley, Arthur P.	Nashua
Kelley, Clarence F.	Manchester
Kelley, Daniel F.	Manchester
Kelley, Peter	Manchester
Kelsey, Ralph H.	Claremont
Kemes, Boleslavas P.	Tilton
Kennedy, Joseph A.	Manchester
Kenneson, Vernon H.	Eaton
Kilborn, Charlie C.	Belmont
Kilduff, Frank E.	Brookline
Kilrain, Thomas	Manchester
King, Chauncy A.	Walpole

Name	City or Town
King, George E.	Dover
Knapp, Lee H.	Danbury
Kubicki, Alojzy	Manchester
Labonville, Leon	Nashua
LaBounty, Nelson A.	Keene
Lacasse, Oliver J.	Claremont
LaChappelle, Oliva	Berlin
Ladd, George E.	Manchester
LaFlamme, Arthur W.	Manchester
Lafleur, George J.	Manchester
Lagasse, Albert J.	Hillsboro
Laird, Kenneth B.	Durham
Laliberte, Alfred A.	Franklin
Lambrukos, Harry P.	Concord
Lamere, Raymond C.	Claremont
Lamotte, Owen B.	Rumney
Lang, Harold H.	Bethlehem
Laplante, Amede	Franklin
LaPlante, Ernest A.	Concord
Larendeau, Harry H.	Manchester
LaRue, Aurele J.	Haverhill
Lavigne, Arthur J.	Manchester
Lavoie, Alphonse J.	Alton
Leblanc, Edmond	Nashua
LeBlanc, Frank E.	Manchester
LeClair, Amos O.	Pembroke
Leclair, Henry J.	Greenville
Leighton, Cecil W.	Rochester
LeMay, Victor W.	Concord
Lemieux, Arthur	Manchester
Lemire, Arthur J.	Manchester
Lemke, Arthur R.	Rochester
Levasseur, Ralph	Manchester
Lewis, Allen D.	Manchester
Libby, Donald W.	Dover
Libby, William H.	Haverhill
Litdker, Frank L.	Exeter
Little, Herman F.	Manchester
Lizotte, Thomas	Nashua
Loiselle, Chester J.	Berlin
Longever, William J.	Franklin
Lorick, Edward W.	Nashua
Loveren, Ralph J.	Hancock
Lovett, Lester E.	Plymouth
Luczko, John	Portsmouth
Lunt, Milford H.	Derry
Lynch, Michael J.	Portsmouth
Lynch, William H., Jr.	Manchester
McCann, James A.	Manchester
McDonald, Charles J.	Concord
McDonald, Samuel F.	Manchester
McElroy, John	Rochester
McGoff, Patrick	Dalton
McGoldrick, Edward J.	Whitefield
McGown, Clarence W.	Gorham
McGrath, Earl O.	Laconia
MacInnis, Robert	Newport
McIntosh, Jane	Laconia
McKeown, Francis P.	Manchester
McLaughlin, Peter A.	Nashua
McLaughlin, Thomas D.	Rye
McLellan, Arthur W.	Berlin
MacNee, John	Manchester
McNeill, Clarence W.	Lebanon
Machut, Horatio	Conway
Mack, Ralph L.	Moultonboro
Maguire, John J.	Concord
Mahaney, Arthur P.	Lancaster
Maher, Edward J.	Manchester
Mahonen, Nulo	Marlow
Makris, Apostolos N.	Manchester
Mallon, John D.	Manchester
Malloy, John J.	Berlin
Mannion, John P.	Concord
Mansfield, Harry A.	Manchester
Maple, Emerson	Chester
Marsh, Harold F.	Littleton
Marshall, Fred A.	Groton
Marston, Jesse H.	Effingham
Martel, Albert S.	Manchester
Martel, William	Rollinsford
Martin, John T.	Concord
Masevich, Joseph A.	Manchester
Mason, Gustave	Berlin
Massicotte, Leander	Franklin
Matson, George E.	Concord
Maxfield, George J.	Rochester
Maxell, Earl R.	Holderness
Meade, John P.	Berlin
Melnik, Alexander	Berlin
Merrill, George E.	Hooksett
Messier, Alphonse J.	Nashua
Michaud, Louis	Berlin
Miller, Edgar E.	Northfield
Miller, John H.	Francestown
Millerick, Edward W.	Walpole
Minatt, John E.	Winchester
Minnon, Albert C.	Laconia
Moberg, Charles H.	Concord
Montgomery, Earl R.	Hopkinton
Montminy, Valere	Manchester
Moody, George J.	Berlin
Mooney, Arthur J.	Berlin
Moore, Frank O.	Somersworth
Morehouse, Oscar G.	Milton
Moriarty, John M.	Manchester
Morley, Jeremiah T.	Manchester
Morrill, Leslie H.	Bridgewater
Morrison, Harris D.	Meredith
Morse, Arthur W.	Manchester
Moulton, John H.	Moultonboro
Mudgett, Orris P.	Meredith
Mulroy, Michael	Manchester
Mundell, William	Manchester
Murphy, Teresa M.	Concord
Murray, Ralph B.	Berlin
Myers, William M.	Antrim
Nadeau, Romeo	Somersworth
Nailer, Albert N.	Claremont
Nartoff, Victor J.	Hollis
Nelson, Harold P.	Exeter
Nelson, Ray B.	Sutton
Nevu, Napoleon	Manchester
Niding, Joseph	Manchester
Norcross, Edgar I.	Manchester
Norton, Anne F.	Manchester

Name	City or Town
Noyes, Harold R.	Londonderry
O'Brien, William F.	Walpole
Oclair, Albert	Nashua
O'Connor, Frank J.	Manchester
O'Connor, Thomas	Manchester
Oliver, George R.	Berlin
Olson, Olof E.	Manchester
O'Neil, George L.	Colebrook
O'Neil, James W.	Milford
O'Neil, John E.	Manchester
Otis, Leon R.	Dover
Paige, Burt L.	Laconia
Panaras, Stephen	Manchester
Papanastasion, Stratis	Nashua
Paquette, Edmond	Laconia
Parent, Fabien	Dover
Parmerton, Foster	Manchester
Parnell, George D.	Manchester
Parr, George E.	Keene
Parsons, Patrick J.	Manchester
Partridge, Merritt E.	Claremont
Patch, Arthur T.	Portsmouth
Payson, Charles H., Jr.	Northfield
Perkins, Clarence L.	Farmington
Perkins, Harry R.	Chatham
Perkins, Ralph H.	Danbury
Perrott, James W.	Strafford
Perry, William N.	Littleton
Petrie, Evelyn V.	Portsmouth
Petry, Carleton L.	Hollis
Philbrick, George A.	Weare
Phillips, Vernon N.	Littleton
Pichette, Emile	Manchester
Pickles, Sydney R.	Portsmouth
Pierce, Lewis A.	Plymouth
Pingree, Almon R.	Exeter
Plante, Murray S.	Bethlehem
Poirier, Joseph A., Jr.	Somersworth
Pombrio, Oliver	Nashua
Popple, Clarence J.	Rindge
Portinari, Leopold	Manchester
Post, Clarence O.	Chesterfield
Potvin, Morris P.	Farmington
Prauman, Charles F.	Manchester
Prentiss, Cecil H.	Antrim
Prindiville, Redmond	Manchester
Proulx, Isaiah J.	Franklin
Provencher, Wilfred R.	Manchester
Provost, Andrew J.	Manchester
Pyne, Albert N.	Walpole
Quinlan, Benjamin F.	Rochester
Rand, Wallace E.	Rye
Randall, Walter F.	Manchester
Randall, William H.	Tilton
Ray, Florence G.	Plymouth
Raza, Hypolite J.	Manchester
Reddington, John J.	Manchester
Reed, Charles O.	Gorham
Reid, Philip B.	Keene
Reynolds, Albert W.	Milton
Ricciardi, Rosario	Milford
Rice, Russell B	Derry
Richard, Joseph O.	Manchester
Richards, Carl H.	Derry
Richardson, Joseph L.	Manchester
Rickard, Robert L.	Claremont
Rivers, Joseph M.	Winchester
Rivers, Leroy G.	Atkinson
Roberge, Alfred	Manchester
Roberge, Joseph H.	Manchester
Roberts, Maurice H.	Derry
Robidoux, David	Nashua
Robinson, William H.	Hancock
Roby, Ervin H.	Pittsfield
Rogers, Harold R.	Nashua
Rogers, Harry J.	Antrim
Rogers, Perley F.	Bartlett
Rose, Horace	Newmarket
Ross, Frank L.	Manchester
Ross, Tracy J.	Haverhill
Rossiter, Irving W.	Dover
Roy, Ludger	Nashua
Rouleau Joseph, Jr.	Somersworth
Russell, Charles	Keene
Ryan, Matthew M.	Berlin
Ryan, Thomas J.	Nashua
Ryder, George A.	Hanover
St. Hilaire, Emile	Berlin
St. Pierre, Charles E.	Manchester
Sanborn, Ellis R.	Tamworth
Sanders, Ernest F.	Madbury
Sanel, Joseph	Concord
Savoie, Azade	Berlin
Scammon, Everett	Berlin
Schmidt, Theodore D.	Portsmouth
Scott, Francis A.	Portsmouth
Seelig, Frederick R.	Manchester
Seelye, William J.	Jaffrey
Semonian, Sarkis H.	Nashua
Shapleigh, Chester H.	Nottingham
Sharkey, Henry W.	Keene
Shaw, Arthur E.	Franklin
Shawney, Howard H.	Littleton
Shea, Allen	Berlin
Shedd, Daniel K.	Manchester
Sheldon, Arthur L.	Westmoreland
Shirley, Ralph W.	Conway
Skinner, Arthur H.	Sandwich
Sleeper, Fred W.	Pittsfield
Smart, Christopher	Portsmouth
Smith, Archibald L.	Hillsboro
Smith, Forrest E.	Canaan
Smith, Joseph N.	Plymouth
Smith, Patrick J.	Nashua
Smith, Perley V.	Grantham
Snow, Robert P.	Lebanon
Somers, Louis	Manchester
Southmayd, William B.	Campton
Spaulding, Harold M.	Hudson
Staples, Herbert E.	Ossipee
Stefanski, Stanislaw	Manchester
Stenstream, George H.	Hampton
Stevens, Fred N.	Deerfield
Stevens, John H., Jr.	Manchester
Stevens, Willis A.	Bedford
Stratton, George L.	Jaffrey

Name	City or Town
Strong, Riley V.	Littleton
Sturtevant, Charles A.	Manchester
Sturtevant, Walter D.	Colebrook
Sullivan, Edward J.	Manchester
Sweeney, Henry J.	Manchester
Talbot, Omar J.	Berlin
Taylor, Carl C.	Ossipee
Taylor, Sidney A.	Brentwood
Thibeault, Albert	Manchester
Thomas, Harold A.	Manchester
Thompson, Forrest A.	Swanzey
Thompson, Raymond W.	Concord
Thompson, William S.	Manchester
Thornburgh, Robert M.	Cornish
Toomer, Frederick A.	Franklin
Towle, Frederick S.	Portsmouth
Towle, Howard A.	Lisbon
Towns, Milton S.	Tilton
Trottier, Arthur T.	Deering
Trottier, Edward A.	Newmarket
Tucker, Philip W.	Rye
Tucker, Willard L.	Dover
Turcotte, Harry H.	Concord
Turgeon, Ralph A.	Concord
Underwood, Paul L.	Swanzey
Valley, Samuel	Wolfeboro
Veilleux, Cyrille	Manchester
Veno, Irving	Rochester
Vincent, Leopold	Manchester
Vincent, Pascal E.	New Ipswich
Waitte, Roland H.	Berlin
Walker, Ivan V.	Newport
Walsh, Edward	Manchester
Walton, Raymond E.	Seabrook
Ward, Russell H.	Swanzey
Warren, Clyde A.	Northumberland
Webster, Earl A.	Manchester
Weld, Verne H.	Canaan
Wentworth, George H.	Gorham
West, Howard F.	Chester
Whatley, Ike	Lincoln
Wheaton, Arnold H.	Milford
Wheeler, David E.	Concord
Wheeler, Elwyn S.	Hollis
Wheeler, Ralph W.	Westmoreland
Whipple, Fay E.	Franconia
Whitcomb, Roswell D.	Charlestown
Whitcomb, Verdi E.	Bethlehem
White, John P.	Portsmouth
White, Warren H.	Concord
Whiteman, Frank C.	Tilton
Whiteman, Leslie G.	Concord
Whittemore, Franklin H.	Nashua
Whittier, Willis	Enfield
Wilkins, Frank W.	Laconia
Willand, Pitt S.	Dover
Wilson, Alexander E.	Bath
Wilson, Donald K.	Lancaster
Wood, George H.	Barrington
Woods, Chester W.	Concord
Woods, Leland H.	Hudson
Woods, Rene	Sandown
Wormhood, Clifton	Rochester
Wouters, Laurent	Manchester
Wyman, Fred W.	Goffstown
Yeaton, Lynn H.	Franklin
Young, Ernest W.	Salem
Young, Gleason W.	Hillsboro
Zane, Randolph T.	Portsmouth

Meritorious Deeds—It was in the course of the Allied offensives, a summary of which has been recited, that several New Hampshire soldiers received special mention for meritorious conduct in battle. The great majority of these deeds were performed by members of the 26th Division.

Congressional Medal of Honor—The Congressional Medal of Honor was given to George Dilboy of Keene. This boy enlisted in Boston and was credited in the war reports to Massachusetts but the War Department has recently corrected this and acknowledged his home to have been in Keene. He was in the 103d Infantry and at Belleau on July 18, 1918, he was fired upon by German machine guns at a distance of 100 yards.

Private Dilboy charged the machine gun nest with his bayonet and fell twenty-five feet from the machine gun with his leg shot off and body riddled. He then took his own gun and while dying on the field, fired away at the Germans, killing two of the gunners and dispersing the rest of the crew. He died on the field of battle after this exhibition of one of the most gallant and intrepid feats seen in any battle. His parents live in Somerville, Massachusetts. The Italian Croce di Guerra was awarded him.

Distinguished Service Crosses—The Distinguished Service Cross was issued by the War Department to the following New Hampshire soldiers:

DR. ROBERT O. BLOOD, Captain, Medical Corps, attached to 103d Infantry. For extraordinary heroism in action near Bouresches, France, July 20-23, 1918. He remained with his battalion during the entire advance, working untiringly under heavy enemy fire at all times, superintending the evacuation of the wounded and caring for them in the most dangerous and exposed positions. On July 22 he established his dressing station in an advanced position that was constantly under shell fire, and many times left his station to go into the front lines to treat the wounded. Residence at Concord. Awarded French Croix de Guerre. Dr. Blood became national vice-commander of the American Legion.

JOHN S. BRUCE, second lieutenant, 102d Infantry. For extraordinary heroism in action near Trugny, France, July 23, 1918. Despite the fact that he had been wounded, Lieutenant Bruce continued in command of his machine gun platoon, firing the gun himself when the crew was depleted, until he received a second wound. Residence at Franklin.

JAMES S. BUTLER, Sergeant, Company G, 103d Infantry. For extraordinary heroism in action near Verdun, France, November 3, 1918. While leading a daylight patrol into the Bois Moirey to ascertain the enemy's position, Sergeant Butler volunteered and advanced alone into a machine gun nest to draw fire. He went forward until fired upon by enemy machine guns and snipers. He then crawled back and reported the position of the enemy to his battalion commander. Residence at Keene. Awarded French Croix de Guerre.

WILLIAM J. CAHILL, private, Company D, 59th Infantry. For extraordinary heroism in action near Bois de la Cote Lemont, France, October 3, and the Bois-du-Fays, France, October 9, 1918. On October 3, while acting in the capacity of company runner, he carried messages to two platoons of his company through a heavy fire of machine guns and snipers. He successfully delivered the messages after crawling for a distance of 400 yards. On October 9, in company with one other runner, he delivered messages to a platoon which was engaged in combat liaison duty in the Bois-du-Fays, passing through a severe artillery fire while in the execution of this mission. Residence at Manchester. Awarded French Croix de Guerre.

ELIOT A. CARTER, second lieutenant, 103d Infantry. For extraordinary heroism near Bois de St. Remy, France, September 12, 1918. Advancing against greatly superior numbers of the enemy, Lieutenant Carter was painfully wounded. He refused evacuation until his objective was reached, and during the combat captured or killed more than sixty of the enemy. Residence at Nashua. He was State Senator in 1927-28. His brother, Winthrop Carter, was a member of the Committee of Public Safety.

HENRY A. CHENEY, private, Company B, 103d Machine Gun Battalion. For extraordinary heroism in action near Chateau-Thierry, France, June 18-24, 1918. When his unit advanced on Belleau and Givry he was seriously wounded in the left arm, but continued to carry his heavy gun with his right arm through 1,200 meters of enemy fire and took up his position with his squad. When a shell struck his position, severely wounding a comrade and half burying him, the gun, and the remainder of the squad, he extricated himself, assisted his companions to recover the gun, and remained at his post until ordered to a dressing station by his platoon commander. Residence at Bow. Awarded French Croix de Guerre.

ANDREW F. CONNELL, Sergeant, 101st Ambulance Company, 101st Sanitary Train. For extraordinary heroism in action at Saulx-en-Woevre, France, September 26, 1918. He labored unceasingly throughout the engagement, treating and evacuating the wounded soldiers in the advanced areas. He made repeated trips through an intense barrage and was again returning to duty at the front after a trip through exceptionally heavy fire when he was killed by an exploding shell. Miss Sarah F. Connell, his sister, lives in Rochester. Awarded French Croix de Guerre with palm.

ODILON CUSTEAU, corporal, 103d Infantry. For extraordinary heroism in action near Belleau Woods, France, July 20, 1918. In the advance of the first wave, east from Belleau Woods, he cleaned out, single-handed, a dugout of German machine guns.

JOHN P. DIGGINS, sergeant, Company D, 103d Infantry. For extraordinary heroism in action at Marcheville, France, September 26, 1918. Sergeant Diggins, together with Private Ivor Grandle, climbed out of a trench in the face of severe shrapnel and machine gun fire, proceeded 150 yards across an open space to the aid of a wounded officer, and dressed his wounds. Residence at Nashua. Awarded French Croix de Guerre with palm.

WILLIAM T. HANLEY, second lieutenant, 30th Infantry. For extraordinary heroism in action near le Charmel, France, July 24-25, 1918. After he had led his platoon through intense shell and machine gun fire, Lieutenant Hanley, although twice wounded, remained at his post throughout the encounter. Residence at Berlin. Awarded French Croix de Guerre with gilt star.

LYNN H. HARRIMAN, second lieutenant, 101st Infantry. While in command of his platoon in the Humbert Plantation on May 27, 1918, he was viciously attacked by the enemy in greatly superior numbers. He led his men with determination and great courage, and himself stopped their advance in a side trench. He was mortally wounded but continued to fight on, calling upon and encouraging his men and participating with

them in driving the enemy off. Died May 31, 1918. His residence was at Concord. Awarded French Croix de Guerre with gilt star.

ERNEST A. S. HARRINGTON, corporal, Company F, 103d Infantry. For extraordinary heroism in action near Bois de St. Remy, France, September 12, 1918. While sniper fire was holding up the advance of a section of his platoon, Corporal Harrington rushed forward and, without aid, forced an officer and six men to surrender at the point of his bayonet. Residence at enlistment, Windham. Awarded French Croix de Guerre with gilt star.

HERBERT B. KENDALL, private, Company H, 103d Infantry, 26th Division. For extraordinary heroism in action near Bois de St. Remy, France, September 12, 1918. While under heavy fire he cut a path through the enemy's wire entanglements and then crawled through the opening he had made, leading a small detail against an enemy machine gun, which he flanked and put out of action. With two companions he destroyed a second emplacement, and while advancing upon a third was severely wounded by shell fire. Residence at Wolfboro. Awarded French Croix de Guerre with gilt star.

DONALD ROY McINTYRE, second lieutenant, Company E, 310th Infantry. For extraordinary heroism in action near Thiaucourt, France, September 18, 1918. Seeing one of his men lying wounded in a shell hole in front of his main line, Lieutenant McIntyre passed through an intense barrage to his aid. Having bandaged his wounds, he brought back his man to a place of safety. Residence at Manchester.

AUGUST J. MASSICOTTE, private, 1st Battalion, 9th Infantry. For extraordinary heroism in action near Medeah Farm, France, October 3-9, 1918. While acting as a battalion runner, Private Massicotte, regardless of personal danger, repeatedly volunteered and carried important messages under intense shell fire, and greatly assisted in maintaining liaison with other units. Residence at Franklin. Awarded French Croix de Guerre with gilt star.

ARTHUR PARADIS, private, Company B, 103d Infantry. For extraordinary heroism in action near the Belleau Woods, France, July 18-24, 1918. Private Paradis volunteered as a runner and carried messages through heavy concentrations of machine gun fire. Single-handed he penetrated an enemy outpost and killed all of the Germans who were on guard there. Residence at Nashua. Awarded French Military Medal and Croix de Guerre.

JOSEPH H. ROBERGE, private, Headquarters Company, 309th Infantry. For extraordinary heroism in action near St. Juvin, France, October 18, 1918. He displayed remarkable courage in laying and repairing a telephone line under such intense artillery and machine gun fire that the line was ultimately abandoned. He was later killed in action. Mrs. Louise Roberge, his wife, lives in Manchester.

ERNEST P. RUNNELLS, private, 101st Ambulance Company, 101st Sanitary Train, 26th Division. For extraordinary heroism in action at Wadonville, France, September 25, 1918. He assisted in establishing a dressing station in a dugout in an advanced position. When it was destroyed by a shell he worked unceasingly in the open under fire from enemy machine guns and snipers, caring for the wounded. He remained at his post for several hours after his station had been ordered closed, permitting neither his own exhaustion nor the enemy fire to deter him from aiding the wounded. Residence at Concord.

EARL R. VINALL, private, Company B, 103d Machine Gun Battallon, 26th Division. For extraordinary heroism in action at Belleau, France, July 18-24, 1918. On duty as a runner, Private Vinall displayed marked courage in repeatedly passing through heavy machine gun and artillery barrages throughout five days of action. Residence at Meredith.

ARTHUR J. WINSLOW, corporal, Company H, 103d Infantry. For extraordinary heroism in action near Bois de St. Remy, France, September 12, 1918. Rushing from shell hole to shell hole, he reached an enemy trench, and having flanked a machine gun, killed the gunner and took the remaining members of the crew as prisoners. Residence at Harrisville. Awarded French Croix de Guerre.

Decorated by General Edwards—PETER J. O'MALLEY and JOHN J. REILLY, who served in the 103d Infantry, were honored at Boston, August 26, 1925, with the medal of the Croix de Guerre and a Distinguished Service Cross. These two boys were in Company B and were part of a force which made an attack on the Germans on September 26, 1918, when the Allies were pushing forward in the Argonne Forest. The decorations were given by General Clarence R. Edwards who commanded the 26th Division.

Croix de Guerre and Other Decorations—The following New Hampshire soldiers were awarded the French Croix de Guerre and other important decorations for gallantry in action and deeds of conspicuous valor:

CHARLES W. AMES, first sergeant, 103d Machine Gun Battalion. French Croix de Guerre with gilt star. He displayed bravery and zeal in voluntarily crossing a violent barrage to obtain a reserve machine gun to replace his own which had just been put out of commission. Residence at Peterborough.

DALTON F. AYER, private, 23d Infantry. French Croix de Guerre with gilt star. During the period from October 3-9, 1918, near St. Etienne-a-Arnes, he displayed remarkable bravery and courage, carrying messages through a violent artillery and machine gun fire, and under difficult conditions. Residence at Marlow.

DR. ERNEST LORNE BELL, major, Medical Corps, American Expeditionary Forces. Polish Ribbon with the following citation: (col-

lective) "In appreciation of their devoted help and the protection given by them to Polish soldiers and also to pay a tribute of gratitude for their good will, which they have proved in helping always and in everything concerning the Polish cause, and in defending this cause whenever it was needed." Residence at Plymouth, since deceased.

THEODORE A. BINGHAM, brigadier-general, retired. French Legion of Honor (officer).

GEORGE L. BLOSSOM, captain, 371st Infantry. French Croix de Guerre with bronze star. In the course of the engagements from September 28-30, 1918, he displayed coolness and disregard for danger. Was an example of bravery for his men. Residence at Concord.

ARTHUR BOULEY, sergeant, 103d Infantry. French Croix de Guerre with gilt star. As a section leader he accomplished his mission with zeal and intelligence under a heavy bombardment. Was wounded at his post and continued to encourage his men by example up to the moment he was evacuated. Residence at Nashua.

CHARLES F. BOWEN, captain, Infantry, with General Staff. French Croix de Guerre with palm. He worked with zeal and great devotion, coöperating day and night in the labors of the staff. By his initiative, his readiness and his ability to make rapid decisions, he contributed greatly to the splendid success of the division. Residence at Manchester, where he is chairman of the municipal zoning commission.

BISHOP BROWN, sergeant, Ambulance Service. French Croix de Guerre with silver star. At the advanced first aid stations of Fronteny Farm and Grand Rozoy, during the attacks from July 27-29, 1918, he effected the service of evacuation of the wounded under a violent bombardment with the greatest courage and absolute disregard for danger, thus giving to the drivers under his orders a marvelous example of courage and coolness. A non-commissioned officer who had already distinguished himself at Bezonvaux, in January, 1918, in maintaining the evacuations from the first lines in particularly difficult circumstances. Residence at Stratford.

WINFRED O. BROWN, major, Medical Corps. French Medaille d'Honneur des Epidemies (bronze). No specific citation of record. Residence at Littleton.

ROBERT G. CADY, wagoner, 9th Infantry. French Croix de Guerre with bronze star. From October 3-10, 1918, near Blanc Mont, he displayed courage and zeal in daily getting hot meals up to his unit in the lines. On October 7, 1918, his two mules having been killed on the route which was being shelled by the enemy artillery, he displayed remarkable coolness and great bravery in personally carrying the rations to the front lines under violent machine gun fire. Residence at Keene.

ORVILLE EDWIN CAIN, major, Infantry, provost marshal, American Expeditionary Forces. French Ordre de l'Etoile Noire (officer).

Residence at Keene, of which he is a former mayor. He became department commander of the American Legion.

JAMES E. COFFEY (deceased), private, 103d Infantry. French Croix de Guerre with bronze star with following citation: (collective) "Devoted and courageous soldiers who volunteered for several difficult patrols during which they were conspicuous by their boldness and coolness." Residence at Nashua.

OSCAR PHIPPS COLE, lieutenant-colonel, American Expeditionary Forces. French Ordre de l'Etoile Noire (officer). Residence at Berlin. Colonel Cole is a former State Senator.

ADELARD È. COTE, sergeant, American Expeditionary Forces. Montenegrin Medaille pour le Zele (or) by Royal Award of July 7, 1919. Residence at Derry.

CHARLES COTE, sergeant, 103d Infantry. French Croix de Guerre with gilt star. He conducted himself in a remarkable manner during the enemy raid of June 16, 1918, on Xivray-Marvoisin. Under a violent shell fire he assembled and led a supporting unit designated to reinforce a seriously menaced point of defense, and thus prevented the enemy from forcing our lines. Residence at Nashua.

ARTHUR J. COYLE, first lieutenant, pilot, 1st Aero Squadron, Air Service. French Croix de Guerre with gilt star. On April 12, 1918, charged with protecting a reconnaissance aeroplane, he flew to meet three enemy machines and during a combat with two of them he drove them off. Residence at Concord, and engaged since the war in Texan oil production.

HAROLD K. DAVISON, second lieutenant, 101st Infantry. French Croix de Guerre with bronze star. Under an intense bombardment and at the head of a detachment under fire for the first time, he displayed very great coolness and an absolute indifference to danger. Residence at Woodsville. He became department commander of the American Legion and speaker of the House of Representatives in 1927.

AMEDEE DESCHENES (deceased), private, 103d Infantry. French Croix de Guerre with gilt star. A brave and zealous automatic rifleman. His position being attacked by superior forces, he unflinchingly advanced, thus contributing to the repulse of the assaillant. Residence at Nashua.

ERVIN T. DRAKE, first lieutenant, Ambulance Service. French Croix de Guerre with palm with the following citation: "Under the direction and exemplary leadership of its commander, Lieut. Ervin Drake, Section No. 646, displayed remarkable spirit and limitless devotion, winning the admiration of the adjacent divisions, during the operations from September 26 to October 1, 1918. Despite great material handicap and with total disregard of danger, this unit, by dint of the untiring zeal of its drivers, effected the evacuation not only of all the divisional wounded but succeeded in disencumbering the adjoining organizations as

well; all this with perfect regularity both night and day without respite." Residence at Franklin.

ROBERT AIKEN DRAKE, private, Ambulance Service. French Croix de Guerre with silver star. "He always volunteered for the most dangerous missions and gave his comrades the finest example of self sacrifice and coolness. On August 10, he unhesitatingly passed through a gas barrage in order to remove the wounded at the first-aid station." Residence at Franklin.

HAROLD F. EADIE (deceased), second lieutenant, 103d Infantry. French Croix de Guerre with gilt star. "A very brave and courageous young officer. Recently arrived in a very active French sector he was seriously wounded by a shell burst on the night of February 28, 1918, while verifying the installation of a small out-post under a very violent bombardment. Died of this wound on March 1, 1918." Residence at Tilton.

WILLIAM M. FASSETT, brigadier-general, 73d Infantry Brigade. Belgian Croix de Guerre for faithful and meritorious service during the operations of the 27th Division, United States Army, Belgium. French Legion d'Honneur (officer). A general officer of high moral standards. In the course of the offensives in Belgium in which the 37th American Division took part, he led his brigade with great energy, displaying remarkable coolness and peerless courage, inspiring all the officers and soldiers under his orders with the greatest confidence. Residence at Nashua. General Fassett was cited for gallantry at Battle of Santiago in Spanish War.

JAMES M. FAULKNER, private, 101st Engineers. French Croix de Guerre with silver and bronze stars. As a volunteer for a raid he displayed the greatest coolness. Was seriously wounded by a shell that fell in the midst of his group.

Bronze star awarded. He volunteered for a very dangerous mission, and distinguished himself by his courage and zeal during an attack. Was wounded on March 18, 1918. Residence at Keene.

HAROLD E. FIFE, first lieutenant, 11th Machine Gun Battalion. French Croix de Guerre with gilt star. Arriving at the front on August 7, 1918, he held position on the Vesle with his platoon until August 12, in spite of bombardments, covering the formations of the 7th Infantry Brigade. On September 25, 1918, in the Argonne, he was wounded in the knee and evacuated. Residence at Manchester, since removed to Pennsylvania.

KENNETH E. FULLER (deceased), second lieutenant, 23d Infantry. French Croix de Guerre with gilt star. On July 18, 1918, near Vaux Castille, he displayed great bravery in conducting an assault on a machine gun nest which opposed him in front. He was killed in this attack. Residence at Exeter.

EMIL J. GARIEPY, private first class, 2d Machine Gun Battalion. French Croix de Guerre with palm. A machine gunner of the first order, extremely brave, full of audacity and initiative. On July 18, 1918, he carried his machine gun out in front of the front lines and directed upon a hostile battery an accurate fire which reduced it to silence and put the entire personnel out of action. The infantry thus enabled to resume the advance, he attached himself to it to assist in the capture of prisoners. Residence at Intervale.

ARCHIE B. GILES, first lieutenant, Ambulance Service. French Croix de Guerre with silver star. "Mostly made up of former volunteers and energetically commanded by First Lieutenant Archie B. Giles of the American Army and Second Lieutenant Jeancourt Galiguain of the French Army, Section 640 has exerted itself to the utmost for more than a year in removing the divisional wounded in the midst of the most violent bombardments, through conflagrations, and in the most difficult episodes that the division has gone through, showing the most noble spirit of duty and contempt of danger. It has redoubled its efforts during the present battle, every officer, non-commissioned officer and man setting a continual example day and night." Residence at Hanover.

SIDNEY J. GREEN, corporal, 17th Field Artillery. French Croix de Guerre with silver star. Near Blanc Mont he fulfilled his duty with the greatest disregard for danger, and laid the telephone lines and maintained them in good condition, although continually subjected to a violent bombardment. Residence at Munsonville.

RICHARD S. HEVENOR, first lieutenant, 9th Infantry. French Legion d'Honneur (Chevallier). On July 18, 1918, while he was leading his company to the attack he discovered one of the enemy firing on his command. He retraced his steps to get him, and although wounded, put him out of action. He then rejoined his men before going for first aid.

WINFIELD S. HILTON, private, 103d Machine Gun Battalion. French Croix de Guerre with gilt star. He displayed courage and bravery in going out under the most intense bombardment, to recover a machine gun which was exposed. Having been buried by a shell burst he freed himself and fulfilled his mission. Residence at Antrim.

EDWIN H. HOBBS, sergeant, 103d Field Artillery. French Croix de Guerre with gilt star. He displayed much courage in quitting his dugout where his platoon was in reserve and voluntarily making several trips through a violent bombardment to obtain bandages, and exposed himself with perfect contempt for danger while transporting the wounded. Residence at Hampton.

ELMER E. HODGMAN, corporal, 5th Machine Gun Battalion. French Croix de Guerre with gilt star. On September 14, 1918, seriously wounded at the opening of the attack, he refused to be evacuated and

retained command of his squad the entire day, although he could hardly walk. Residence at Amherst.

EARL B. HOLBROOK, private, 103d Infantry. French Croix de Guerre with gilt star. He displayed courage and audacity in penetrating into the enemy's wire entanglements under intense machine gun fire, and cutting several meters of electrified cable which formed a part of the enemy defenses. Residence at Charlestown.

WILLIAM H. HOLLAND (deceased), private, 103d Infantry. French Croix de Guerre with gilt star. He displayed great courage in remaining at his post although wounded. Would not consent to be evacuated until 36 hours later. Residence at Litchfield.

CHARLES HOLLINGSHEAD (deceased), sergeant, 5th Regiment, United States Marine Corps. French Croix de Guerre with bronze star. Was seriously wounded at the moment when he was voluntarily advancing to destroy some enemy machine guns. Residence at Derry.

CHARLES A. HUNT, colonel, 18th Infantry. French Legion d'Honneur and French Croix de Guerre with palm. A commander endowed with fine qualities of leadership. Thanks to his military virtues, he acquired a great hold on his troops and brilliantly led them to success in the operations from July 18-22, and from October 1-11, 1918. He displayed great bravery and contempt for danger on October 4, 1918, in exposing himself to the enemy fire to reorganize his regiment, which he reformed on the ground and at its head rushed forward to the assault of the enemy positions which he captured.

Additional palm was awarded. "In October, 1918, under the skilful leadership of Colonel Charles A. Hunt, seconded by a cadre of excellent officers animated with the same spirit of sacrifice, this regiment executed energetic assaults against powerfully defended positions, pushing the enemy back without respite and imposing upon him its indomitable will to conquer. Had already distinguished itself in July, 1918."

ANDREW JACKSON, sergeant-major, 103d Infantry. French Croix de Guerre with gilt star. Brilliant conduct under fire in the sector of Chateau Thierry where he was wounded on July 21, 1918. Residence at Lisbon. His award was made in front of the New Hampshire State House.

CLARENCE N. JAMES, private, 103d Infantry. French Croix de Guerre. On May 10, 1918, near St. Agnant, in the course of a gas attack, he displayed great bravery under a terrible bombardment in continuing to repair the telephone lines of the sector, thus contributing to maintain the liaison at a critical moment. Residence at Franklin.

FREDERICK JONES, private, Ambulance Service. French Croix de Guerre with silver star. A courageous and zealous driver. Wounded at Camo Berthelot on October 3, 1918, he returned to duty when hardly recovered. Residence at Reed's Ferry.

GUY E. KIDDER, sergeant, 23d Ambulance Company. French Croix de Guerre with gilt star. On October 5, 1918, at Blanc Mont, under a heavy shell fire, he worked on open ground with the greatest disregard for danger, bandaging the wounded and effecting their rapid evacuation. His conduct stimulated the courage and the devotion of his men. Residence at Amherst.

CHESTER L. KINGSBURY, corporal, 101st Engineers. French Croix de Guerre with bronze star. A volunteer for a raid on the enemy trenches, he particularly distinguished himself during the operation by his courage and zeal. Residence at Keene.

WILLIAM LINDSEY KOOB, second lieutenant, 101st Infantry. French Croix de Guerre with palm. A young officer possessing all the fine soldierly qualities of a leader. On February 23, 1918, he volunteered for a raid and by his great courage and coolness in the face of danger, he participated conspicuously in the capture of a score of prisoners. Residence at Sunapee.

FRANK G. KURTZ, cook, 363d Infantry. French Croix de Guerre with bronze star. On November 3, 1918, in plain sight of the enemy and in spite of the continuous fire of the hostile batteries he kept up the supply of the first line troops. Residence at Exeter.

ALFRED A. LEPAGE, private, 103d Infantry. French Croix de Guerre with gilt star. He set a fine example of bravery by going through a violent barrage to rescue a comrade who was being taken off by two Germans and captured both the latter. Residence at Berlin.

CLARENCE SAMUEL MARDEN, major, American Expeditionary Forces. Polish "Polonia Restituta" (fourth class). No specific citation of record. Residence at Concord.

CLINTON JOSEPH MASSECK, captain, 353d Infantry. French Croix de Guerre with gilt star. On the staff of the 89th American Division he displayed the finest organizing capacity and coolness during the preparation of the attack of St. Mihiel in August, 1918, and in the course of especially dangerous reconnaissances. Residence at The Weirs.

WILLIAM E. NASH, first lieutenant, American Expeditionary Forces. Greek Royal Order of the Redeemer (officier). Residence at Concord.

LEONIDAS A. NOEL, sergeant, Medical Department, American Expeditionary Forces. French Medaille d'Honneur des Epidemies (bronze). No specific citation of record. Residence at Berlin.

DONALD ORDWAY, first lieutenant, Motor Transport Corps. French Croix de Guerre with bronze star. An excellent officer, courageous and zealous. He always accomplished the missions assigned him with absolute disregard of danger notably from March 22-30, and from May 27 to June 1, 1918, in handling dangerous transportation problems

at points subjected to violent bombardments close to the lines of the enemy. Residence at Dover.

ALBERT OSTBERG, corporal, 103d Infantry. French Croix de Guerre with gilt star. In command of an advanced post at the moment of an enemy attack, he, by his energetic attitude, enabled his men to inflict heavy losses on the assailant and to destroy two machine guns. Residence at Nashua.

LANSING MORSE PAINE, driver, Ambulance Service. French Croix de Guerre with silver star. "A volunteer considered very brave and very courageous by all his comrades. He already distinguished himself last April in effecting the evacuation of the wounded over a road subjected to heavy artillery fire. On August 20, 1917, he had his ambulance struck by several shell fragments and maintained his service single-handed, making the greatest number of trips from the first aid station to the sorting center." Residence at Durham.

ROBERT CAMPBELL PARADISE, first lieutenant, Air Service. Belgian Ordre de la Couronne (Chevalier). In recognition of meritorious service rendered the Allied cause.

French Croix de Guerre with palm. "A remarkably cool headed pilot who particularly distinguished himself on July 19, 1918, during an infantry liaison accomplished under conditions as difficult as they were perilous."

Silver Star awarded. "A very zealous volunteer driver. Upon the evacuation of his American commanding officer who was wounded during a reconnaissance, he volunteered to replace him. He gave an example of the greatest calm and fine energy on August 20, 1917, in traversing the dangerous zone coming and going, exacting the maximum effort from his comrades in order to accomplish the evacuation of 587 wounded in six and one-half hours." Residence at Dover.

HARRY PARKER, private, 103d Infantry. French Croix de Guerre with gilt star. An automatic rifleman of great courage and remarkable zeal. Under a violent bombardment he made his comrades go down into the dugouts and remained alone at his post. Residence at Nashua.

PHILIP B. PAUL, captain, American Expeditionary Forces. French Croix de Guerre with silver star. A very energetic officer who particularly distinguished himself during the pursuit of the enemy from October 17 to November 11, 1918. He displayed fine soldierly qualities by visiting the front lines during violent bombardments in order to verify the liaison service. By his spirit and good humor he stimulated the zeal of his comrades as well as that of his men. Displayed fine energy and excellent initiative. Residence at Fitzwilliam.

DR. FREDERICK PALMER PERKINS, private, Ambulance Service. French Croix de Guerre with bronze star. A volunteer of great coolness. He gave a new proof of courage on September 3, 1917, in making a last trip at dawn in a zone where the evacuation service could only

take place by night on account of the bombardment. Had his ambulance riddled by shell fragments. Residence at Manchester.

MURRAY S. PLANT (deceased), sergeant, 23d Infantry. French Croix de Guerre with silver star. During the offensive operations from October 3-9, 1918, near St. Etienne-a-Arnes, he displayed great heroism in caring for the wounded under a violent bombardment until he was mortally wounded by a shrapnel. Residence at Bethlehem.

LOUIS M. QUIRIN, sergeant, Ambulance Service. French Croix de Guerre with silver star. Very forceful and of high morals. Was a most valuable assistant to his chief and obtained the best efforts from the American drivers. He never hesitated to go to the most exposed localities to supervise the proper operation of his service. He particularly distinguished himself in Flanders, and later during the combats from October 4-6, 1918, and finally on the entire pursuit as far as Rocroi. Residence at Manchester.

THOMAS J. QUIRK, first lieutenant, 103d Infantry. French Croix de Guerre with gilt star. A brave and courageous officer, who displayed coolness in command of a patrol. He brought all his men back to our lines during a violent artillery barrage and personally aided the wounded who were exposed to enemy machine gun fire. Residence at Manchester, where he is commissioner of charities.

GORDON BRAMAN REESE, first lieutenant, 339th Infantry. British Military Cross. No specific citation of record. Residence at Milford.

MAURICE H. ROBERTS (deceased), corporal, 9th Infantry. French Croix de Guerre with palm and silver star. On October 8, 1918, at Blanc Mont, he displayed magnificent zeal. Although badly injured himself, he took care of three wounded comrades, assisting them to shelter. Was killed going to look for another one who was calling for help.

Silver star awarded. During the attack on Vaux, July 1, 1918, his loader and ammunition carrier having been wounded, he rushed to the attack alone with his automatic rifle, and captured a machine gun after having put the whole crew out of action. (Then private). Residence at Derry.

DELPHI RODIER, private, 23d Infantry. French Croix de Guerre with silver star. On July 18, 1918, near Vierzy, he displayed great bravery in carrying important messages under machine gun fire. Residence at Nashua.

ROBERT H. ROLFE, colonel, Quartermaster Corps. Polish "Krzyz Walecznych" (Cross of the Brave). No specific citation of record.

WILLIAM H. ROOT, sergeant, first class, 1st Field Signal Battalion. French Croix de Guerre with gilt and bronze stars.

Gilt star. Detached from his company and assigned to the 5th Regiment of Marines to maintain the liaisons at the attack of Blanc Mont. At the time a battalion was about to be surrounded he established under

NIGHT VIEW OF VICTORY ARCH, NASHUA

a violent fire a telephone line which enabled reinforcements to be brought to extricate it.

Bronze star. On June 12, 1918, he displayed remarkable courage in repairing a telephone line under a violent machine gun and artillery fire. Residence at Claremont.

EDWARD M. ROSS, private, Ambulance Service. French Croix de Guerre with bronze star. An energetic and devoted driver who displayed great zeal during the Champagne offensive from September 29 to October 12, 1918. A volunteer for a difficult and dangerous mission, he accomplished the evacuation of the seriously wounded from the regimental first aid stations to the first relay of the divisional litter bearers over ground subjected to almost incessant shell fire. Residence at Lebanon.

ERNEST E. ROSS, private first class, 107th Field Signal Battalion. French Croix de Guerre with bronze star. He repaired the telephone lines under the constant fire of machine guns and artillery, thus maintaining the communications with the higher command. Residence at Milford.

ELLSWORTH P. RUNNELLS, private, 103d Machine Gun Battalion. French Croix de Guerre with gilt star. He displayed bravery and zeal in voluntarily crossing a violent barrage to obtain a reserve machine gun to replace his own which had just been put out of commission. Residence at Concord.

GEORGE M. RUSSELL, colonel, 5th Army Corps. French Legion d'Honneur (chevalier). Panamanian Medal of La Solidaridad (second class).

EMMET R. SLOANE, private, 103d Infantry. French Croix de Guerre with gilt star. He set a fine example of bravery by going through a violent barrage to rescue a comrade who was being taken off by two Germans and captured both the latter. Residence at Berlin.

HARRY TAYLOR, brigadier-general, American Expeditionary Forces. French Legion d'Honneur (commander). General Taylor was born in Tilton, June 26, 1862. He received his early education in the public schools and in Tilton Seminary. He graduated from the United States Military Academy in 1884. Arriving in France June 11, 1917, as chief engineer, American Expeditionary Forces, he organized and administered the engineer department, which included the construction of wharves, depots, railways, barracks and shelters throughout the theatre of operations. He continued these duties with most marked and conspicuous ability, building a complete and efficiently functioning institution. He was in charge of the river and harbor division of the office of the chief of engineers. He was promoted to brigadier-general and assistant chief of engineers on July 16, 1920.

GUY DANIEL TIBBETTS, first lieutenant, British Expeditionary Forces. During the operations on the Lys on April 9-10, 1918, he showed

conspicuous gallantry and devotion to duty. At Trou Bayard, he established a regimental aid post close to the line and, though heavily shelled, attended over 100 wounded till the post was eventually blown up. Residence at Bennington.

ABBOTT TREADWELL, JR., second lieutenant, 23d Infantry. French Croix de Guerre with gilt star. From October 3-9, 1918, near St. Etienne-a-Arnes, he displayed great courage in conducting his men under a violent artillery and machine gun fire. He reached his objective and, though wounded, remained until the relief of his regiment. Residence at Concord.

BERTRAND E. TREMBLAY, sergeant, Ambulance Service. French Croix de Guerre with silver star. A voluntarily enlisted non-commissioned officer who never ceased to be a model of zeal and courage for his men. Called upon to lead the section under the most difficult conditions, he aroused the admiration of all by his contempt for danger and his abnegation, particularly during the Champagne attack (September-November, 1918), and the evacuation of the civil hospital at Mezieres which had been bombed and set on fire by the Germans. Residence at Manchester.

MISS ANNE UPHAM, nurse, British Army Hospital, No. 9. Order of the British Empire (member). In recognition of meritorious service rendered the Allied cause. Residence at Keene.

JEROME P. WEBSTER, first lieutenant, Medical Corps, American Expeditionary Forces. French Croix de Guerre with gilt star. A courageous and devoted surgeon. He unhesitatingly went out under a violent bombardment to the aid of French soldiers who were gassed.

EDWARD T. WILLSON, second lieutenant, 168th Infantry. French Croix de Guerre with bronze star. A remarkably cool officer. On March 9, 1918, he valiantly inspired his detachment during an attack on the enemy position by his calmness and bravery, attracting the admiration of all his men. Residence at Farmington.

JOHN J. WHYTE, private, 103d Infantry. French Croix de Guerre with gilt star. A company runner who displayed the greatest disregard for danger in passing through several times a violent barrage to bring messages to the command. Residence at Berlin.

Citations—Leon Blanchlette, private, 18th Infantry. Cited for service in 1st Division, January 1, 1920.

David H. Boland, private, 18th Infantry. Cited for service in 1st Division, January 1, 1920.

Walter J. Boardman, private, 103d Infantry. Awarded Distinguished Service Cross for bravery at Belleau Woods, France, July 18, 1918.

Arthur Bridau, private, 28th Infantry. Cited for service in 1st Division, January 1, 1920.

Salvatore Castratrao, private, 18th Infantry. Cited for service in 1st Division, January 1, 1920.

Frank H. Chase, corporal, 7th Field Artillery. Cited for service in 1st Division, January 1, 1920.

Frederick J. Chenette, private, 18th Infantry. Cited for service in 1st Division, January 1, 1920.

John J. Cloonan, private, 103d Infantry. Awarded Distinguished Service Cross for bravery at Belleau Woods, France, July 20, 1918.

Philias Cote, private, 18th Infantry. Cited for service in 1st Division, January 1, 1920.

Allen S. Crew, sergeant, Medical Department, 28th Infantry. Cited for gallantry in action in 2d Infantry Brigade, France, 1917-1918.

William H. Dobbins, private, 28th Infantry. Cited for service in 1st Division, January 1, 1920.

John Henry Field, Jr., first lieutenant, 309th Infantry. Awarded Distinguished Service Cross for bravery in act October 16, 1918.

Daniel C. J. Hall, master signal electrician. Fourragere authorized in the colors of the Croix de Guerre as an individual decoration. Cited for service in 1st Division, January 1, 1920.

Thomas P. Hardy, private, 1st M. P. Company. Cited for service in 1st Division, January 1, 1920.

Everett M. Heath, private, 18th Infantry. Cited for service in 1st Division, January 1, 1920.

Christos N. Kalivas, private, 16th Infantry. Cited for service in 1st Division, January 1, 1920.

Alejzy Kubicki, private, 16th Infantry. Cited for service in 1st Division, January 1, 1920.

Henry J. LeClair, private, 26th Infantry. Cited for service in 1st Division, January 1, 1920.

Herve J. L'Heureux, sergeant, then corporal, 103d Infantry. Awarded Silver Star Citation for gallantry in action February 24, 1923.

Perley C. Martin, private, 18th Infantry. Cited for service in 1st Division, January 1, 1920.

George A. Mundt, private, 7th Field Artillery. Cited for service in 1st Division, January 1, 1920.

Clarence Northrop, private, 7th Field Artillery. Cited for act of June 2, 1918, near Broyes, France.

Ben Nudd, private, 2d F. S. Battalion. Cited for service in 1st Division, January 1, 1920.

Louis Rayno, mechanic, 148th Infantry. Awarded Silver Star citation for act of November 1-2, 1918.

Roger W. Spaulding, second lieutenant, 168th Infantry. Awarded Silver Star citation for act of October 14, 1918, near Landres et St. Georges, France.

Edward J. Sullivan, private, 26th Infantry. Cited for service in 1st Division, January 1, 1920.

Charles H. Williams, sergeant, 328th Infantry. Cited for service, April 1, 1919.

War Relief Charities—Two years and eight months of careful observation of the war as it raged in Europe showed the American Nation that success in warfare is today based upon sound business methods much more than it is upon excitement or mere enthusiasm. Before we ourselves declared war we realized thoroughly that our part in it would be insignificant unless we organized effectively in order that each effort would attain its best results. The most impressive fact about our participation in the struggle is that for the first time in the history of warfare a very considerable portion of the work is dependent upon civilian activity and civilian organization. The part played by the private citizens of New Hampshire in preparation for making the power of the State most useful and valuable is of noteworthy magnitude.

The one organization existing from the outbreak of the war, and having as its primary object the operation of its members in war activities, was the American Red Cross. The service rendered by the Red Cross to the sufferers of all the belligerent nations was well known to our own people and to all other civilized nations of the world.

From the time war was declared in Europe the citizens of New Hampshire displayed a noble humanitarian spirit in coming to the aid and relief of suffering people in the afflicted areas. Surgical dressings societies, organized by the Woman's Civic Federation of the State, existed in many towns and cities and sent abroad large quantities of materials. In addition to these the Peter Bent Brigham societies should especially be mentioned. The committee for Belgian relief, under the leadership of Herbert Hoover, was receiving much financial aid from our citizens. Care of French orphans, assistance to wounded French soldiers, and the furnishing of general supplies for the French Red Cross, were enterprises to which many were devoting much time. The Canadian Red Cross received from New Hampshire many thousands of surgical dressings, bandages, and other field and hospital necessaries, while contributions were generously made to the Canadian Patriotic Fund. Here and there in the State there were contributions of money and of materials made for the relief of other stricken nations, as, for example, the Serbians and Armenians. Our lack of neutrality, shown by the great extent and enthusiasm of these societies, is very striking.

Red Cross and Home Service—As we drew closer to the point of joining in the struggle, a great effort was made to extend the Red Cross membership in New Hampshire, and the result of the campaign was most marked. By the time the United States declared war there were nearly

150 active chapters in the State under the direction of a State chapter. The people of New Hampshire not only contributed their full share of the $100,000,000 fund raised in the United States in 1917 for the work of the Red Cross, but women in every town agreed to devote a certain number of hours each week to the actual labor of making the materials so much in demand for the relief of suffering and the giving of comfort to the soldiers.

One hundred and seventy-seven thousand surgical dressings and made up garments were made by the women of the New Hampshire chapter. In addition to this, over 17,000 knitted articles, including sweaters, socks, helmets, wristlets, and mufflers had been sent to the same headquarters. Eleven hundred Christmas packages were packed and forwarded for the boys at the front.

During the summer of 1917 the American Red Cross adopted the system of dividing the country into districts. New Hampshire was placed under the direction of the New England Division. The purpose was to have each community directly under the supervision of the division rather than under the direction of a State chapter. New Hampshire had thirty local chapters, with many branches and auxiliaries. Each chapter had jurisdiction over its own branches and auxiliaries, and the New England division had jurisdiction over the chapters. New Hampshire, with a quota of $300,000, subscribed $510,000.

Beginning with the end of the year 1917, a new Red Cross activity had come into the State. This was called home service work. In every chapter a home service section existed, which had the duty of caring for the families of the soldiers and sailors who were in the service. This section had a double function: (1) to save the families of the soldiers and sailors from anxiety and suffering by means of quieting their fears and encouraging self-help in order to maintain the standard of comfort and health among the families and thereby to sustain the morale of the fighting men; and (2) to give information relative to the sending of material, learning the whereabouts and condition of the soldiers in the field, securing prompt payments of allotments and allowances from the government, and, where necessary, providing financial assistance.

Money and Members—The Nation at large is apt to estimate the humane spirit of the war by the degree to which the Red Cross was supported. The first drive for membership in the State took place during the months of February and March, 1917, at which time over 38,000 members were enrolled. The second drive occurred in December of the same year, when 84,000 members were obtained. One year later, in December, 1918, the splendid total of 122,000 was reached. In the meantime, two campaigns for larger subscriptions were made, the first of which brought into the treasury of the Red Cross $285,000, and the second $525,000. The combined contributions which New Hampshire made to the Red Cross

show a grand total of about $1,100,000, exclusive of a large number of unrecorded private gifts and offerings. In another way the activities of the Red Cross may be measured—that is by the production of surgical dressings, knitted goods and garments. This amounted to 1,849,301 articles. In a third way the beneficent spirit of the Red Cross was manifested, in the work done in the Home Service section by way of giving information to the families of soldiers and sailors and assisting them with advice or with money in case of need. The nursing department of the Red Cross was also very energetic in recruiting nurses for army service, and in consequence succeeded in completely filling the State's quota of army nurses.

League to Enforce Peace—The first attempt to induce the State systematically to make itself ready for engaging in war, provided war became inevitable, resulted in the formation of the New Hampshire League to Enforce Peace. This league was organized in June, 1915, but was superseded in May, 1916, by the New Hampshire League to Provide for National Defense and to Enforce International Peace. Early in March, 1917, a reorganization again took place, as a result of which all members of the New Hampshire League became members of the National Security League. The special purpose for which the league was formed is expressed in the following words taken from a statement issued by its executive officers: "It is in fact an attempt to mobilize the patriotic men and women of the State into a compact organization which can be relied upon to furnish public opinion in support of every measure which the Governor and council may adopt for carrying on the work of the State in the present crisis."

The work of the league consisted chiefly in holding patriotic meetings throughout the State and in assisting other enterprises, especially engaged in active preparation for the war.

It was about the middle of March that the Legislature of New Hampshire became impressed with the necessity for taking immediate action, with the result that a large number of bills were introduced and passed by practically unanimous vote, having a far-reaching effect upon the attitude of the State and upon its war activities. Among the bills thus passed by the Legislature may be mentioned those permitting military instruction in the public schools, establishing a militia to be composed of all male citizens between the ages of 18 and 45, providing for a State Guard, providing aid for dependents of soldiers and sailors, directing the Governor and council to assist the United States in the present crisis, and various other measures of great importance. In fact, the patriotic fervor of the Legislature was so aroused that they displayed a readiness, almost without discussion, to adopt any suggestion whereby New Hampshire might render some contribution to the military, industrial, or economic strength of the Nation.

Committee of Safety—The next stage in the active preparation of the State consisted in the appointment of the Committee on Public Safety. The idea of the formation of such a committee seems to have been due to the initiation of a similar movement in Massachusetts. On March 13 a meeting was held in Boston of the Governors of the several New England States to discuss plans of common interest in connection with "the present disturbed condition of affairs." At this meeting a resolution was adopted and signed by all the Governors present, pledging their support to the President of the United States in carrying out his announced policy of protecting American lives and American property on the high seas. The resolution urged upon the national government the necessity of making forthwith the most energetic preparation for national defense upon land and sea.

Two weeks later, on March 27, the Governor of New Hampshire appointed a Committee on Public Safety, consisting of 90 private citizens and the mayors of the 10 cities of the State, to coöperate with the civil and military authorities in the work of preparedness. On March 30 the committee of 100 held its only full meeting, and then entrusted its active work to an executive committee which put into effect the systematizing of the efforts of New Hampshire to assist the national government in performing its appropriate part in the world's struggle.

Committee of Safety Personnel—The chairman of the Committee of Safety was John B. Jameson of Antrim who had been prominent as a leader of the Democratic State Committee and a man of large financial means. The vice-chairman was Rolland H. Spaulding who at that time was the most recent ex-Governor, being the immediate predecessor of Governor Keyes.

The executive committee included Clarence E. Carr, Andover; Arthur M. Heard, Manchester; Roy D. Hunter, West Claremont; Arthur B. Jenks, Manchester; Bion L. Nutting, Concord; James P. Richardson, Hanover (the successor of Professor Harlow E. Person and Professor Frank H. Dixon, who were called to Washington for war work there); Frank S. Streeter, Concord; Lester F. Thurber, Nashua.

The full membership of the committee was as follows: Samuel D. Felker, Rochester; Robert P. Bass, Peterborough; Henry B. Quinby, Lakeport; Charles M. Floyd, Manchester; Nahum J. Bachelder, Andover; Harry W. Spaulding, Manchester; James B. Crowley, Nashua; Nathaniel W. Hobbs, Concord; Fred N. Beckwith, Dover; Samuel T. Ladd, Portsmouth; George F. Rich, Berlin; George H. Eames, Jr., Keene; Clarence E. Rowe, Laconia; J. Levi Meader, Rochester; Fred H. Brown, Somersworth; A. A. Beaton, Franklin; Wesley Adams, Derry; Jesse M. Barton, Newport; George W. Barnes, Lyme; Frank U. Bell, Lebanon; Ernest L. Bell, Plymouth; Samuel K. Bell, Exeter; J. A. Bernier, Manchester;

James F. Brennan, Peterborough; Orton B. Brown, Berlin; Sherman E. Burroughs, Manchester; Winthrop L. Carter, Nashua; Edward H. Catlin, Hill; William D. Chandler, Concord; Winston Churchill, Cornish; Arthur E. Clarke, Manchester; Richard A. Cooney, Portsmouth; W. C. Coughlin, Keene; George E. Cummings, Woodsville; Samuel S. Drury, Concord; Bertram Ellis, Keene; Charles S. Emerson, Milford; Fred W. Estabrook, Nashua; Walter B. Farmer, Hampton Falls; George J. Foster, Dover; Edward J. Gallagher, Concord; John M. Gile, Hanover; John G. M. Glessner, Bethlehem; Frank W. Hamlin, Charlestown; Fernando W. Hartford, Portsmouth; George E. Henry, Lincoln; Allen Hollis, Concord; Ernest M. Hopkins, Hanover; George T. Hughes, Dover; Frank Huntress, Keene; John C. Hutchins, North Stratford; Shirley M. Johnson, Goffstown; Edwin E. Jones, Colebrook; Frank Knox, Manchester; Earl C. Lane, Berlin; George B. Leighton, Dublin; William Marcotte, Manchester; Willis McDuffee, Rochester; Lyford A. Merrow, Ossipee; William R. Mooney, Nashua; Walter A. Morgan, Dover; Arthur P. Morrill, Concord; Herbert B. Moulton, Lisbon; Robert C. Murchie, Concord; J. B. Murdock, Portsmouth; David E. Murphy, Concord; Francis P. Murphy, Newport; True L. Norris, Portsmouth; Ralph D. Paine, Durham; Frank N. Parsons, Franklin; Edward N. Pearson, Concord; C. H. Pettee, Durham; Arthur J. Pierce, Bennington; E. Bertram Pike, Pike; Rosecrans W. Pillsbury, Londonderry; A. J. Precourt, Manchester; James W. Remick, Concord; Montgomery Rollins, Dover; L. H. Shattuck, Manchester; Hovey E. Slayton, Manchester; J. Brodie Smith, Manchester; W. Parker Straw, Manchester; Frank J. Sulloway, Concord; P. H. Sullivan, Manchester; William H. Sweeney, Laconia; Omar L. Swenson, Concord; Marcel Theriault, Nashua; Charles E. Tilton, Tilton; Henry B. Tilton, Portsmouth; Omar A. Towne, Franklin; J. D. Upham, Claremont; J. A. Vaillancourt, Berlin; Thomas R. Varick, Manchester; George A. Wagner, Manchester; Burtt E. Warren, Nashua; Elbert Wheeler, Nashua; David M. White, Lancaster; Gordon Woodbury, Bedford.

Council of National Defense—The New England States preceded the remainder of the country in the formation of State committees. When later the Council of National Defense, composed of six members of the cabinet, undertook the creation of subordinate councils of defense in every State, they simply took over the Committees on Public Safety in New England and made them part of the national organization. In this manner the Committee on Public Safety in New Hampshire became the accepted representative of the national council, which in turn was the actual representative of the federal government. The committee had no powers conferred upon it by the Legislature, nor by the Governor or the federal authorities.

Immediately upon its creation the committee established an office in

the State House and began its task of organizing the State by forming local committees in each city and town. The response from all parts of the State to the suggestion of making local organizations was remarkable, and within two weeks in almost every community in the State three committees were formed—an executive committee, a committee on food production, and a committee on State protection. Somewhat later a woman's committee was organized under the direction of the woman's division of the Council of National Defense.

War Charity and Liberty Loans—When the national movement to raise $100,000,000 for the Red Cross took place in mid-summer, not only did the Red Cross organization have all its local branches working systematically and harmoniously to raise this fund, but it enlisted the coöperation of the Committee on Public Safety and used its local committees to aid in the task of raising the allotment of $350,000. In places where there was no local chapter of the Red Cross the Committees on Public Safety were asked to raise the quota for their towns.

This is also the first instance in the history of warfare of a huge organization built upon business principles making an effort to supply comfort and recreation to the soldiers. This was done during the war by the Young Men's Christian Association, which had the particular aim of sending the soldiers into actual fighting line in excellent mental and physical condition, so that their fighting qualities and their morale would be at the highest point of effectiveness. As long as there was a mobilization camp in New Hampshire so long also did a Young Men's Christian Association hut exist there, maintained by the State organization. After the removal of New Hampshire troops to camps beyond the limits of the State, each resident of New Hampshire had the opportunity of contributing money to the support of this organization which has been so beneficial to New Hampshire boys. The campaign for Young Men's Christian Association funds was carried on by a most successful organization composed entirely of civilians and making the effort to reach all civilians.

Another most important opportunity offered to the civilian population to participate in the war and indeed to prove to the world that in a democracy each citizen is a useful factor was found in the raising of the Liberty Loans. Within a period of five months the country raised by popular subscription over seven billions of money and within a year nearly twelve billions. The secretary of the treasury was in charge of the campaigns and behind him stood the organization of the Federal Reserve banks. The officials of these banks organized committees of civilians, who placed before each citizen the method by which subscriptions could be made and the advantage of making subscriptions. As a result New Hampshire contributed more than $25,000,000 in the first two loans, $17,282,300 in the third, and nearly $30,000,000 in the fourth and last. In

the first two campaigns the number of individual subscriptions in the State exceeded the total of 104,000.

At the outbreak of the Civil War, the State, and not the federal government, was expected to finance the first enlistments and equipment of volunteers. Banks and private citizens of New Hampshire came to the assistance of the Governor, and loaned the State nearly $700,000.

Spirit of the Granite State—The willingness with which people of the State deprived themselves of things they ordinarily regarded as necessities and the actual effort they expended in doing those things which were considered advantageous to the country while at war, offer a noticeable proof of the splendid patriotism of the State. The restrictions imposed by the food administrator and the fuel administrator were endured just as they were endured by all of the inhabitants of the United States. On the other hand, the increase in the production of food in gardens and on farms was a heartening triumph. Hundreds of men and women neglected their own affairs and their own business, many of them for the whole period of the war, in order to give their loyal and most effective service to their State and Nation during the crisis.

The best effect the war has had upon our State is the development of a community spirit. We became united through common efforts in raising funds, in practicing economics, in the production of food, in knitting or sewing, in all joint patriotic purposes, and best of all, in sending forth our young men who seem to have become the possession of an entire community rather than merely a part of their own families. It is only an extension of this spirit that forms the foundation of the desire for State unification, to the end that all our residents may be linked together in the common bond of Americanism. Here we find the explanation of the fact that there was an almost universal demand for a new educational system which would grant equal educational opportunities to every child in the State. The feeling of the people was reflected in the practical unanimity with which our Legislature of 1919 accepted a new and splendid education bill, designed to accomplish this excellent result.

Financial Contributions—One of the best methods of estimating the wartime temper of the State is by making a tabulation of the subscriptions to the various war activities. It is impossible to list these accurately, inasmuch as the campaigns in many instances were not organized in such a way as to render it possible to distinguish between the subscriptions made in New Hampshire and those made in other States. Frequently the subscriptions of individuals or communities were not forwarded to a central State agency, with the result that New Hampshire lost its due credit. It is improbable that an accurate account of our contributions can ever be compiled. At present it is quite impossible to trace some of the funds, while others can be traced only partially. This

is especially true of contributions made by fraternal organizations and various other societies. Particularly regrettable is it that the Belgian Relief Fund cannot be traced more accurately, for it is quite certain that the amount given in the table is not more than half of what it should be. The following table is the best that can be offered:

LIBERTY LOANS

First	$9,894,900
Second	15,484,400
Third	17,282,300
Fourth	29,346,640
Total	$72,008,240

New Hampshire bought about $164 per person, whereas the country bought $153 per person.

War Savings (to the close of the war) $4,302,368.08.

CONTRIBUTIONS

Red Cross	$1,054,000.00
Y. M. C. A.	350,000.00
Y. W. C. A.	7,000.00
K. of C.	52,000.00
War Camp Community Fund	5,094.67
Library Fund	16,000.00
Salvation Army	10,000.00
Elks War Relief Fund	12,000.00
Armenian and Syrian Relief	27,628.69
Hospital Ship Carrier (Colonial Dames)	787.00
Knights of Pythias	1,089.00
Friends of Poland	2,935.73
Federation of Women's Clubs	42,627.82
United War Work Campaign	1,000,879.00

Food Administration—Long before the federal government took any active measures to increase the food supply, New Hampshire, among other States, had begun a campaign both to enlarge the planted area and to bring about a thorough-going conservation. When this became a feature of the federal administration and a federal food administrator was appointed, the chairman of the food committee of the Committee of Public Safety was appointed food administrator. The work of the food administration had taken three main lines—increase in production, conservation of the product and substitution of one kind of food for another. The success of the first division of the work is well indicated by the computation made that the farm average for the season of 1917 was about double that of an ordinary season, while the small gardens had increased 400 per cent. In conservation the effort had been directed against wastefulness. This resulted in a reduction in households of large amounts of wholesome and palatable food formerly thrown away. In public places, such as hotels and restaurants, the immediate effect was a decided decrease in the size of portions served to patrons, so that Hoover's gospel of the "clean plate" took firm hold upon the State. While conservation was evidently being practiced faithfully throughout the State, the use of

substitutes for ordinary foods lagged behind the other parts of the program. The point at which substitution seems really to begin was at the point where it becomes impossible to secure the ordinary foods. The food administrator requested that the amount of sugar consumed be reduced and the amount of wheat flour used be lessened. A decrease actually came when sugar and flour were scarce. This was the most difficult part of the work of the food administration. The attention paid by our citizens to the use of substitutes increased most remarkably. While this was brought about partly by regulation, the spirit of householders and housekeepers radically changed. Very rarely indeed was the slightest objection raised to any regulation or suggestion, however drastic it might be. The visits paid each month to every home by the town units of the woman's committee were largely responsible for the new attitude. But the essential point of the whole movement was that the problem was not solved by federal enactment but through voluntary organization on the part of the civilian body.

Central Food Committee—In order to stimulate food production and conservation the executive committee of the Committee on Public Safety appointed a sub-committee of thirty-two men. This committee resolved itself into the Central Food Committee, consisting of Huntley N. Spaulding of Rochester, chairman, who was to have charge of the division of organization and supervision; Walter C. O'Kane, of New Hampshire College, vice-chairman, in charge of the division of finance and publicity; William H. Folsom, of Exeter, in charge of the division of labor; Frederick W. Taylor, of New Hampshire College, in charge of the division of farm production; James S. Chamberlin, of Durham, in charge of the division of garden production.

On May 1, 1917, the following expert agriculturists, all of whom, except one, were graduates or members of the faculty of New Hampshire College, were chosen to organize and supervise the work of the various counties:

Name	County	Headquarters
O. E. Huse	Rockingham	Exeter
C. J. Fawcett	Strafford	Durham
W. R. Wilson	Belknap	Laconia
E. Parsons	Carroll	Wolfeboro
A. H. Brown	Merrimack	Concord
A. E. Smith	Hillsborough	Nashua
V. H. Smith	Cheshire	Keene
R. J. Bugbee	Sullivan	Claremont
H. P. Young	Grafton	Woodsville
W. J. Nelson	Coos	Lancaster

To make clear to the people, even in the most remote communities, the crisis the country was facing, largely attended mass meetings were addressed by local speakers, members of the staff, county organizers, county agents, ministers, and professors of the State College.

EXETER'S WAR MEMORIAL

Realizing that thousands of amateur gardeners must be helped, the Central Food Committee secured 17,000 copies of "The Small Vegetable Garden." This bulletin, well illustrated with photographs, was distributed by the local food committees. In addition to this the Agricultural Department of the State College prepared 14 press bulletins of one page each, which were sent to the 11,000 farmers and others on the regular mailing list of the college. The Central Committee had 5,000 extra copies of each of these bulletins printed for distribution by the local food committees.

Community Gardens—As hundreds of people had no available land for planting and really knew little about gardens, cities, towns and public spirited citizens offered large tracts of land for cultivation and assigned trained supervisors to aid those who were eager to produce their own vegetables. The school boys and girls of the State under the guidance of G. H. Whitcher, deputy superintendent of public instruction, took a very active part in the community garden work. The Central Committee printed and distributed 2,500 placards headed "Wanted, 10,000 Home Gardens Planted by School Boys and Girls." On these placards clear agricultural directions and a concise planting table were given. These were posted by the district superintendents in the school rooms throughout the State.

The Farm Labor Problem—To help solve the labor problem on the farms, Ralph F. Tabor, an employee of the United States department of agriculture and a member of the staff of the State College experiment station, was assigned by the department of agriculture and the extension service to work under the direction of the Central Food Committee.

Robert A. Brown, secretary of the New Hampshire Manufacturers' Association, detailed by the association to work also under the direction of the Central Food Committee, was assigned to the task of securing labor from the manufacturers and helping to organize the work in the cities.

Conservation, Including Canning—The Central Food Committee, after a conference at the State House with Dean Knowlton and Director Kendall of the State College, Commissioner of Agriculture Felker, Superintendent Morrison of the Department of Public Instruction and Chairman Jameson of the Public Safety Committee, decided to recruit thirty-one women from the teachers of household arts in the high schools of New Hampshire and to send them to the State College for one week's intensive training the latter part of June, prior to sending them through the State to give demonstrations and lessons in canning and conservation. Deputy Superintendent Whitcher was delegated to investigate the qualifications of the candidates.

A letter was then sent to each local food committee asking for the appointment of a committee of three women on conservation.

Emergency Demonstrators—The thirty-one women who were chosen registered June 18 at New Hampshire State College, where rooms had been assigned to them and a course of lectures and demonstrations lasting one week had been arranged.

Through the assistance of Professor O'Kane of the State College an itinerary was made whereby from five to eight towns were assigned to each demonstrator. The plan of assignment made it possible for a demonstrator to spend one day in a community every other week. The local committee of women in each community was instructed to perfect all details for the demonstrations under the supervision of the county organizers.

These emergency demonstrators arrived on June 25 in the districts assigned to them. For six weeks they gave not only instructions in canning garden vegetables and fruit but also demonstrations in the best methods of conservation. Everywhere they were well received by the women of the State whose whole-hearted spirit of coöperation made possible the remarkable results achieved.

Hoover Lieutenants in New Hampshire—After Mr. Spaulding's appointment as Mr. Hoover's representative in New Hampshire, he made a careful study of the best way to keep in constant touch with all the people of the State. Although the county representative plan was put into operation in many states, organization by towns seemed preferable for the work in New Hampshire.

The organization, when completed, included 220 local food administrators. These men were a bulwark of strength to the food administrator, for not only did they carry out faithfully and efficiently his requests but also gave valuable advice in the solution of particular problems.

Flattering honor paid to New Hampshire was the visit of James W. Robinson and John Macaulay of the Canadian Food Administration, on December 13, 1917. These gentlemen had spent several days in Washington studying the work of the United States Food Administration and were urged by officials there to visit New Hampshire to make a special study of the work of the New Hampshire Food Administration. They were most favorably impressed not only by the functioning of the local food administrators but also by that of the unit chairmen.

As the food situation became more critical in the spring of 1918 it was evident that there would be plenty of work for additional men in the office. The first men chosen were Winthrop Carter, chief of the division of industrial consumption, afterwards called to take a position with the shipping board, and George N. Towle, of Effingham, chief of the

division of distribution. Later Professor W. C. O'Kane was made chief of the division of miscellaneous activities and James S. Chamberlin, who had had charge of outdoor advertising was made chief of the division of retail grocers. During the rationing of sugar in the summer the latter was assisted by Robert Jameson of Antrim. J. Ben Hart of Manchester, who had served as chairman of the hotel and restaurant committee, became chief of the hotel division and Professor H. H. Scudder was appointed director of public information. John F. Cloutman of Farmington and Professor C. C. Steck, first detailed as baking inspectors, were placed in charge of the divisions of public eating places and industrial consumption respectively. Other members of the staff were Roy D. Hunter, David E. Murphy, Walter B. Farmer, Mrs. Mary I. Wood, Miss Catharine A. Dole, Miss Grace Blanchard, and Professor Richard Whoriskey.

Licensing of Food Dealers—In New Hampshire the Federal Food Administration had under its jurisdiction the following classes of licensed dealers: Wholesalers or jobbers, retailers doing a gross business of $100,000 a year; millers, salt water fishermen, bakers either commercial or hotel, using four barrels of flour or meal monthly, and a few canners. When it became necessary to ration sugar to commercial users, bottlers and manufacturers of ice cream and syrups, including druggists, were brought under the jurisdiction of the New Hampshire Administration for that particular purpose. Every retail grocer in the Granite State, whether he was classed under the provisions of the license regulations or not, felt it his duty to obey those regulations to the letter. Every other class of licensed dealers in the State was equally responsive to the wishes of the national and State administrations and the number of violations was surprisingly small.

Lists of all New Hampshire licensees were maintained in the administration offices at Concord and, whenever a new regulation was issued at Washington, an interpretation of the effect of that regulation on the New Hampshire licensee was mailed, in the shape of a bulletin, to the licensee concerned.

Early in December of 1917 Mr. Spaulding called all of the jobbers of food commodities in the State to Concord for a conference. As a result of the conference, the dealers present resolved to coöperate in every possible way during the period of the war, and it is highly satisfactory to be able to record that the resolution of that initial meeting was always lived up to on the part of the jobbers. Numerous other conferences were held with the wholesalers during the period of the war, the last one on December 3, 1918.

Wheat Shortage—In January, 1918, there was put squarely up to Mr. Hoover the problem of supplying the wheat needs of Europe from a sur-

plus of twenty million bushels, then apparent in this country. How the United States saved enough wheat to ship one hundred and twenty million bushels in addition to this surplus is too well known to bear repeating here.

New Hampshire had a proud part in this venture. The regulation was issued on January 28. No one had previous knowledge of the rule or its import. On January 29, 1918, it was imposed on the jobbers and retailers of New Hampshire, and their immediate response in the face of difficulties more numerous than can be easily imagined was perhaps the most gratifying incident in the entire history of the New Hampshire administration.

The object of the regulation was to pass down from the mill to the consumer through every distributing branch an equal amount of wheat flour and substitute cereal like corn meal, barley or oats. New Hampshire was, in a sense, isolated from all the big centers of cereal distribution and the immediate problem was to get the substitutes to pass to the consumer with the flour.

On January 31 the following telegram was received from the United States Food Administration by Mr. Spaulding: "Congratulations to New Hampshire for adhering absolutely to the 50-50 regulations."

On February 1 the salesmen of mills and wholesalers reported a big falling off in the sale of white flour.

The immediate response on the part of the housewives of the State to the admonition of the Food Administration to save flour was inspiring. In many cases dealers had numerous requests from their customers to take back flour which the customers had purchased in quantity before the 50-50 regulation went into effect.

A conference of jobbers was held on May 7, and a canvass of cereal stocks showed that there were in the hands of New Hampshire jobbers the following: 8,600 barrels of flour, 417,000 pounds of barley flour, and 6,000 barrels of corn meal.

The arrangement to redistribute within the State the surplus substitutes in the hands of jobbers proved to be a good move, for stocks of flour and substitute cereals soon almost ceased to move, and the Grain Corporation of the United States Food Administration decided to lend a helping hand to the jobbers of the country by purchasing from them as much of the excess cereal stock as could be shipped abroad and sold to neutral countries. Arrangements were made for the disposal of excess New Hampshire stocks through the port of Boston.

In writing to Mr. Spaulding with regard to the results of this export proposition in New England, A. C. Ratchesky, assistant food administrator for Massachusetts, said: "In addition it would be well to know that, pro rata to the population, the State of New Hampshire has given more help than any other State in New England."

On September 1 the food administration's "50-50 Regulation" was modified so that flour could be sold with substitutes in the ratio of 80 per cent flour and 20 per cent substitutes. This was put into effect immediately in the State and, although it resulted in alleviating conditions in a small degree, it did not clear up entirely the matter of excess substitute stocks. Substitutes were sold with flour in this reduced proportion until the regulation was rescinded altogether.

Mass meetings were held in every county to stir up enthusiasm. The speakers at these meetings were President R. D. Hetzel, Commissioner Andrew L. Felker, Dean J. R. Hills of Vermont, Director J. C. Kendall, Professor W. C. O'Kane and Major Guy Boyer of Canada, who had just returned from three years of service on the western front.

The loyal effort of the farmers was evident in the answers to the questionnaires sent out by the county agents early in the season. The replies received from 6,447 farms indicated an increased yield of 32.6 per cent over 1917 in the combined acreage of potatoes, corn, oats and wheat.

Farm Labor—To F. C. Bradford of the United States Department of Agriculture was assigned the task of solving the shortage of farm labor. H. N. Sawyer of Atkinson spent a week at the Boston office of the United States Employment Bureau interviewing 200 men and boys who were interested in coming to New Hampshire to work. Many of these applicants were sent directly to farms, and the names of others were sent to county agents. Much help in supplying needed labor was given by J. S. B. Davie, State commissioner of labor, and E. K. Sawyer of Franklin, who was in charge of State headquarters of the United States Employment Service. A few "conscientious objectors" were sent from Camp Devens to farms in the State, and a plan was worked out in conference with Roy D. Hunter of Claremont, agricultural adviser for New Hampshire, whereby the county agents listed draft registrants engaged in agricultural work and verified their status.

As State garden supervisor, Professor J. H. Gourley had charge of this work. Meetings were held during Garden Rally Week from March 18-23 to explain to the people of the State the impending food crises and to urge them to do more than they had ever done before. Supervisors of community and factory gardens were appointed and worked under the guidance of the State garden supervisor. This work was a great success, for at the end of the season 15 cities reported an increase of 75 per cent in the acreage of their war gardens over the acreage of 1917. The number of plots given out in these cities increased by 79 per cent over the plots assigned in 1917. Thirty rural towns reported an average of 25 acres per town in gardens.

Although the severe frosts of June 19 and 20 discouraged many for a moment, the comment most frequently heard was: "Well, I have to replant my garden tomorrow."

The total yield of wheat in New Hampshire in 1918 was estimated at 96,500 bushels. The area in wheat was estimated at 4,500 acres.

For the most part the bakers lived up to the law in every detail. As some got careless it became necessary to send inspectors through the State. These inspectors did very effective work for they found many violations of the regulations. The transgressors were given hearings before the federal food administrator and nearly all of them were found guilty. Some were obliged to close their shops for varying periods. Others were given the choice of contributing a certain sum of money to the Red Cross or other war welfare societies or running the risk of having their licenses revoked by Washington. All preferred the former penalty.

One of the very important divisions of the federal food administration for New Hampshire was the hotel and restaurant division. It was composed of J. Ben Hart, chairman; W. E. Carter, Rye Beach; George Q. Pattee, Portsmouth; A. P. Fairfield, Hanover; George I. Leighton, Dover.

Appointed in August, 1917, the chairman made a canvass through postmasters, selectmen and town clerks, of the hotels, restaurants and boarding houses of the State. Although 1,578 were listed at that time, the number had dwindled to 1,325 by December 30, 1918, many of them having gone out of business on account of the high cost of foods and the impossibility of getting sufficient help.

Food Savings' Roll of Honor—From Mr. Hart's office in Manchester approximately 53,000 pieces of mail were sent out, including letters, bulletins, questionnaires, etc. Only eight per cent of the hotel, restaurant and boarding house keepers refused or neglected to sign the food administration pledge card and in Manchester only one person refused to sign.

The "Roll of Honor" card, designed by this office for those who signed the wheatless pledge, made such an impression outside the State that it was adopted, with the approval of the chief of the hotel and restaurant division at Washington, by many of the other States.

The estimated savings for all places were as follows:

	Months	Pounds
Meats	12	1,686,456
Flour	12	1,933,267
Sugar	12	1,323,299
Fats	6	480,960

When the shortage of sugar became acute, it was reported to the New Hampshire Food Administration that a soldier had bought an excessive amount of sugar at the Quartermaster's Department, Fort Constitution. On complaint of Mr. Spaulding, Colonel Patterson investigated the matter, found the charges true and stated that every effort would be made henceforth to coöperate with the United States Food Administration.

The report of the wasteful throwing of perfectly good food into the river at the Portsmouth Navy Yard was also investigated by the food administrator.

In nine cities and larger communities of New Hampshire local price-interpreting committees were set up.

The first emergency food production campaign put New Hampshire at the top of the New England States with a 35 per cent increase, while her nearest competitor, Connecticut, had a 14 per cent increase. The second campaign under the food production committee in 1918 gave New Hampshire an increase of 17 per cent over 1917, two per cent behind Connecticut, the leader. A comparison of the production in 1918 compared with that in 1916, however, shows that New Hampshire had an increase of 58 per cent, while Vermont, her nearest competitor, had an increase of only 16.5 per cent.

In the Hoover pledge card campaign, New Hampshire stood among the leaders, with 80 per cent of the families signing the pledges voluntarily and in the work accomplished by the hotel and restaurant committee, the State was rated among the first five in the country. Other successful achievements were the small gardens throughout the State, the work of the school boys with a production in 1917 and 1918 of crops to the value of about $150,000, the canning, the potato and the corn meal campaigns. Two great sources of satisfaction were the sending by Mr. Hoover of the plan of organization of the women of New Hampshire to all the Federal Food Administrators in the country and the visit of the Canadian representatives to study our system.

Coal Administration—A shortage in coal was at first threatened and later became actual. A citizen of the State was appointed fuel administrator to represent the national fuel administration. The New Hampshire administration appointed representatives in all important positions in the State. To these representatives was assigned the duty of endeavoring to conserve the coal which had already come to the State, to secure an equitable distribution of that which might come hereafter, to see to it that a fair standard of prices was maintained, and in any other manner possible to obtain an adequate supply of fuel for the coming winter. This department bore a resemblance to the work of the food administration in the fact that it also possessed actual power of regulation. The fuel administrator was granted the right to fix prices, just as the food administrator possessed, as one of his duties, supervision over the retail trade to the extent of forbidding excessive profits. Since there appeared to be no prospect of immediate relief from the shortage of coal, the coal administrator undertook, with the help of the committee on public safety and the State forestry department, to induce the owners of wood throughout the State to cut a sufficient quantity of wood to compensate for the lack of coal.

Women's Organization—Early in the year 1917 the Council of National Defense in Washington appointed a committee of ten women to organize the war work that might be performed by the women of the country. A committee of women was appointed in every State in the Union for the purpose of lining up each State with every other State and of dealing with problems that were somewhat local. In the State of New Hampshire a committee of women existed in each town. The town units received suggestions from the State committee and the State committee in turn received suggestions from the national committee. The national committee was in close contact with the Council of National Defense and with the federal departments charged with the responsibility of superintending the preparations for war.

The woman's committee was instrumental in securing signatures to the Hoover pledge, in teaching thrift to the housewives of the State, in conducting lectures and instructions in conservation and substitution of foods and in the broadest manner of inducing women to perform all the varied services that women can render. As for example, a committee of women under Mrs. Mary C. Schofield, chairman, obtained subscriptions to the Second Liberty Loan amounting to more than $4,000,000. The work performed by women in the Red Cross organization is quite independent of that of the woman's committee and it is quite possible that the Red Cross organization would have been fully as successful as it was if the woman's committee had not been formed, but one is tempted to believe that the existence of a vigorous Red Cross movement was of value in enlisting sympathy for the formation of the woman's committee and it may well be that the new activities of women gave an impetus to the work of the Red Cross.

Women's War Personnel—The personnel of the Women's War Work Committee was as follows:

Executive committee: Chairman, Mrs. Mary I. Wood, Portsmouth, food conservation; vice-chairman, Miss Anne W. Hobbs, Concord, women in industry, traveler's aid; secretary, Mrs. A. T. Dudley, Exeter, educational propaganda; treasurer, Mrs. Charles P. Bancroft, Concord, extension of nursing service; Mrs. Wesley Adams, Derry, coöperation with the Grange; Mrs. O. B. Brown, Berlin; Mrs. A. H. Harriman, Laconia, coöperation with women's clubs and parent-teachers' association; Miss Harriet L. Huntress, Concord, Americanization; Mrs. Richard W. Husband, Concord, social service; Mrs. George F. Morris, Lancaster, child welfare; Mrs. David E. Murphy, Concord, commercial economy; Mrs. W. H. Schofield, Peterborough, Liberty Loan, courses of instruction; Mrs. George D. Towne, chairman, Manchester unit.

Honorary vice-chairmen: Mrs. Henry W. Keyes, Mrs. Frank S. Streeter, Mrs. John B. Jameson, Mrs. Huntley N. Spaulding.

District chairmen: Berlin, Mrs. Howard Parker; Claremont, Mrs.

Harmon Newell; Concord, Miss E. Gertrude Dickerman; Conway, Mrs. Mary H. Shedd, North Conway; Derry, Mrs. Frederick J. Shepard, East Derry; Dover, Dr. Inez F. Nason; Exeter, Miss Ellen L. Wentworth; Franklin, Mrs. Frederick H. Daniell; Hillsborough, Miss Susan H. Pierce; Keene, Mrs. Herbert B. Viall; Laconia, Miss Claribel Clark; Lancaster, Mrs. Merrill Shurtleff; Lebanon, Mrs. Eugene J. Grow; Lisbon, Mrs. Vida S. Webb; Manchester, Mrs. Theodore M. Hyde; Milford, Mrs. William B. Rotch; Nashua, Mrs. George A. Underhill; Newport, Mrs. Frank A. Sibley; Peterborough, Mrs. Thomas A. Liscord; Plymouth, Mrs. Charles B. Henry, Lincoln; Portsmouth, Miss Martha S. Kimball; Rochester, Mrs. J. J. Abbott; Woodsville, Mrs. Norman J. Page.

Food Problem for Women—As the problem of the food administration was to reach all the homes in the State, it was necessary to have a woman in every community to do this work. The New Hampshire branch of the Woman's Committee of National Defense, with a unit chairman in every town, was just the organization for this purpose. It offered its services to Mr. Spaulding through its chairman, Mary I. Wood, who was later appointed by Mr. Hoover, home economics director.

The first definite duty was the distribution of the Hoover pledge cards. The first campaign, begun in August, resulted in the signing of 45,000 cards. In the second campaign in October, New Hampshire won a rank among the first in the Union, for 80,000 families, *i. e.* about 80 per cent of the families in the State, signed the pledges voluntarily.

In April, 1918, the unit chairmen made a survey of the flour and sugar supply in the various households of the State. This survey was carefully and thoroughly made and resulted in signed statements of 95,000 householders, showing the amount of flour and sugar in each house.

The patriotic response of the farmers to the call for increased potato production in 1917 was so great that the crop in the United States was nearly 100,000,000 bushels in excess of the average for the preceding five years. The severe winter and the congestion in transportation made it difficult to move this crop. In order that the food value of this large available supply of potatoes might not be lost and in order that it might be used to relieve the strain on the fast diminishing wheat supply, New Hampshire launched a great potato drive. The slogan was "Buy and Eat Potatoes Now." The campaign was a wonderful success.

"A Pound of Corn Used Is a Pound of Wheat Saved" was a slogan used. New Hampshire had an excess stock of cornmeal amounting to 2,000,000 pounds. It could not be exported; it would spoil if not consumed at once. The millers of New Hampshire began to mill all the cornmeal they could, and the jobbers bought abundant quantities.

Dartmouth College—It is often asserted that college life separates its students from actualities and makes them less responsive to the claims of

daily life. Whatever truth there may be in the statement, and there may be some, the statement as a whole met with a startling refutation in the response which the colleges made to the appeal of the war. Dartmouth was no exception in her answer, if she did not lead the way. Between the declaration of war on April 6 and commencement on June 20, nearly fifty per cent of the student body had entered the service of the government in some form or other, and less than half of the graduating class was present to receive their diplomas, although many army and navy uniforms scattered through the class on commencement day showed that some had been able to secure furloughs for the occasion.

Many members of the faculty likewise came forward to "do their bit." Some went into the service of the army directly, and others of maturer age were enrolled in some of the committees, necessitated by the various war activities called into immediate operation. President Hopkins was chairman of one committee, Dr. Gile, dean of the medical school, of another, Professor Dixon of a third, while Professors Husband, Person, and Holden were active members. Nine other college officers were engaged in the service directly connected with the war. It was the policy of the college to allow any members of the faculty to engage in any service connected with the war with the assurance that he should not lose financially thereby.

Military Instruction—For the students who remained in Hanover and who almost to a man enrolled in the newly formed unit, the college provided instruction in military drill by the employment of the best instructors who could be found, Captain Porter Chase of the First Corps of Cadets of Boston, and with the prestige of active service in the field; Captain Louis Keene of the 150th Battalion, Canadian Expeditionary Force, who after long service in the machine gun section at the front in France had been severely wounded and being unable to return on that account, had been secured to instruct the students in military operations, and especially in the construction of trenches, which under his direction were dug on an extensive scale.

All the equipment and resources of the college were put at the service of the government, as far as they could be made available. The Tuck School established a training school for military stores and continued it through the summer. In the summer school several courses were given with a view to their usefulness in the work of the Red Cross, and to the spread of information on phases of the war situation, also a course in military science as well as a two hours' military drill. With the opening of the fall term military drill was required of all freshmen not physically incapacitated, and was offered to others as a regular part of college work with due credit. For the direction of this work, extending over three hours a week throughout the year, the college was fortunate enough to retain for the year Captain Keene, and to secure in place of Captain

Chase, who was called to other duty, Lieutenant John S. Pickett of the 101st United States Engineers.

The immediate effect of the war upon the operation of the college was a matter of serious examination to the trustees, who after the most careful consideration decided unhesitatingly that the college should not, because of other efforts, diminish in the slightest its educational program.

Portsmouth in the War—The war brought great prosperity to Portsmouth, where the Portsmouth Navy Yard, which was equipped with a dry dock, machine shops, naval hospital, naval prison, and everything that goes to make up a first-class naval station, was busy day and night in fitting out ships for the navy. The personnel of the yard increased from 1,000 workmen to 4,000, and the principal activities were the construction of submarines, small boats, and repairing warships.

Four miles north of Portsmouth on the Piscataqua River, the Emergency Fleet Corporation conducted a ship-building plant for the construction of wooden ships. This plant was built by L. H. Shattuck, Inc., and 12 ships of 3,500 tons each were here built at the same time.

On the same side of the river, between Newington and Portsmouth, 114 acres of land with tide-water facilities, situated on the exact site where merchant ships were built 100 years previous, were constructed the works of the Atlantic Corporation, which proposed to build steel ships. This corporation was capitalized at $3,000,000 and took a contract with the Emergency Fleet Corporation under the United States Shipping Board to build ten steel vessels of 8,800 tons dead weight carrying capacity. This company brought hundreds of men to the plant when the river was frozen over in the winter of 1917 and four feet of ice and snow covered the land. This ice and snow was removed by dynamite and early in the spring the active work of construction was begun.

History of the Navy Yard—The two islands which constitute the "Portsmouth Navy Yard," until ceded to the United States government, were a portion of the State of Maine, and were very early known as "Puddington Islands," being occupied by a man named Puddington previous to 1639. After 1645 both Islands were known as the Fernald Islands, named after the Fernald family who were granted the same.

One of the very interesting spots in what is now called "Seavy's Island" (the first Seavy owning any portion of the island was Stephen, who had a deed of sixteen acres in 1721), is the little Fernald cemetery, presumed to be not far from the early Fernald homestead. It is not far from the "Spanish graves," both being close to the water and facing New Castle and the mouth of the Piscataqua. In this little family cemetery one well preserved Welch slate headstone, still defying the ravages of time, is to the memory of "Elizabeth Eastwick, wife of Captain Stephen

Eastwick, who died in the year 1714." She was one of the seven daughters of Thomas and Temperance Fernald, the original owner of the islands.

During the early settlement of New Hampshire, Portsmouth, as the only seaport town of the colony or State, became prominent for its wealth and enterprise, and, until the revolution created by the introduction of canals and railroads, it was to New Hampshire what Boston is today. Although her commerce has largely disappeared, yet State pride is continually centered there on account of the growing importance of the place as a naval station.

As early as 1826 Congress passed a resolution directing the President "to cause an examination and accurate survey to be made by a skilful engineer for a site for a dry dock at Portsmouth." The Portsmouth yard had to wait until 1852, when the wooden floating dock was built, and the project to build a stone dock deferred until 1904, when Portsmouth acquired one of the finest, largest and safest stone dry docks in the world.

The Portsmouth dock occupies the channel that formerly lay between the navy yard islands—Dennet's and Seavy's. The contract was let to John Pierce of New York City, for the sum of $1,070,000, and was to be completed in thirty months. Its entire inside length is 750 feet, which is about the length of the Boston dock, and its entire inside width is 130 feet, which is about 20 feet more than the Boston dock, and it is 39 feet in depth from coping to floor of dock. In its construction there are 20,500 cubic yards of cut granite.

The building of the immense dock, and the cutting away of the abrupt protrusion in the channel called Henderson's Point were the most important events in connection with the development of the yard as a naval station. Henderson's Point, so called, was owned in 1730 and 1732 by John and William Henderson. John Henderson was the son of Sarah Fernald, whose father owned the island originally, and the Hendersons owned and deeded sixteen acres in 1732, and it is presumed that they lived close to the now famous point that retains their name and which for ages will be called after some of the early toilers on this rocky and dangerous coast.

Building Ships at Portsmouth—(By F. W. Hartford)—During the early history of our country New England was its shipping center. Practically all foreign business, especially with the Far East, passed through the ports of Boston, Salem, and Portsmouth. As a result, the building of ships became a very important industry.

Portsmouth, owing to her natural resources, location and superior water facilities, was one of the principal centers of this industry. But, through causes which brought about the loss of American ships from the seas, this industry would have become a lost art in and about Portsmouth were it not for the continually increasing activities of the United

States Navy Yard and the unprecedented demand for ships brought about by the World War.

Portsmouth has the deepest water of any port in the United States except that of Puget Sound. There is absolute freedom of ice and no dredging is required for either the harbor or its approaches; therefore, there is no expense for maintenance. The water depth in front of the ways of the Atlantic Corporation at mean low tide ranges from 60 to 75 feet, the average depth being from 47 to 100 feet from the ways down the river to the broad Atlantic, a distance of less than two miles.

The first ship of which we have any authentic record as built at Portsmouth is the frigate "Falkland," of 54 guns, added to the Royal Navy of England March 2, 1695, being one of many of its type.

When it became apparent that war with England was unavoidable, and that it was necessary to build a navy to protect our seaboard from the incursions of the enemy, the natural position of the port of Portsmouth for the purpose of a naval station became obvious and measures were at once taken to establish a building yard.

The island, now known as Badger's Island, was then the property of John Langdon, and, with that spirit of patriotism which was so conspicuous in him, he tendered its use to the Continental Congress. The offer was accepted and, almost immediately, March 21, 1775, the keel of the frigate "Raleigh," of 32 guns, was laid. She was launched May 21, just 60 days later.

The date of the origin of the navy yard should be this year, 1775, as Badger's Island was used exclusively by the government for naval purposes from 1775 to 1800, the time of the purchase of the site of the present yard.

One cannot help recalling the exploits of the "Ranger" under the command of Paul Jones, when mentioning this era of warship building at New Hampshire's port. Among the others built there of the same class were the "Raleigh," "America," and "Crescent."

World War Shipbuilding—During the World War wooden ships were built by L. H. Shattuck, Inc., which launched six Ferris steamers in 1918.

The Atlantic Corporation was organized in January, 1918, for the purpose of building steel cargo vessels, and a contract was entered into with the Emergency Fleet Corporation to build ten such vessels of 8,800 tons D. W. C.

The corporation purchased the property of the Colonial Paper Company, which plant, built at a cost of millions, had lain idle for a number of years, and the conversion of this property into a modern shipyard was commenced on February 17, 1918.

Marine Corps and Naval Officers—The following lists are of the New Hampshire officers in the Marine Corps and the Navy, as recorded at the State House. Colonel Charles A. Doyen of the Marine Corps brought lustre to the record of the Granite State by leading the marines onto French soil in 1917. His portrait now hangs in the Doric Hall of the State House, the first veteran of the World War to be honored in this manner by the State:

MARINE CORPS OFFICERS.

OFFICER	RESIDENCE	RANK
Amen, John H.	Exeter	Second Lieutenant
Archibald, Clyde W.	Greenland	Second Lieutenant
Becker, William F.	Portsmouth	Captain
Brooke, William H.	Portsmouth	Second Lieutenant
Carpenter, Charles C.	Portsmouth	Colonel
Caverly, Leon H.	New Hampshire	Second Lieutenant
Clauson, Nicholas E.	Dover	Second Lieutenant
*Corriveau, Paul E.	Concord	First Lieutenant
Cummings, Thomas M.	Portsmouth	Second Lieutenant
*Doyen, Charles A.	Concord	Brigadier-General
Dudley, Bert M.	Hillsboro	Second Lieutenant
Harris, John P.	Portsmouth	Second Lieutenant
Hatch, Charles B.	Exeter	Lieutenant-Colonel
Hill, Charles S.	Concord	Colonel
Hollis, John C.	Concord	Second Lieutenant
Hoyt, Frederick R.	Portsmouth	Major
McGinley, William A.	Portsmouth	Captain
Manter, Frederick S.	Manchester	First Lieutenant
Moneypenny, Edward J.	Portsmouth	Second Lieutenant
O'Day, Edward F.	Manchester	First Lieutenant
Ready, Daniel J.	Manchester	Captain
Sweet, Earle	Andover	First Lieutenant
Trask, Arthur James	South Farmington	Second Lieutenant
Wadleigh, John W.	Dover	Lieutenant-Colonel
Wentworth, Sydney W.	New Hampshire	Captain
*Zane, Randolph T.	Portsmouth	Major

*Died in the service.

The following list of officers in the navy includes all men credited to New Hampshire. The rank given in each case is the highest rank held by each officer during the war. Many of them were commissioned in a higher rank after the armistice, but this higher rank does not appear on this list:

OFFICERS OF THE NAVY.

OFFICER	RESIDENCE	RANK
Abbott, Karl Pennock	Bethlehem	Ensign
*Averill, Ray Rufus	Wentworth	Ensign
Audet, John Joseph	Concord	Lieutenant (J. G.)
Austin, Clarence S.	Concord	Ensign
Baker, Albert A.	Antrim	Lieutenant-Commander
Baker, Robert N. S.	New Hampshire	Lieutenant (C. C.)
Bartlett, Richard C.	Derry	Lieutenant (J. G.)
Bean, George L.	Bethlehem	Lieutenant (J. G.)
Beckwith, Richard L.	New Hampshire	Ensign
Bemis, Bernard F.	Harrisville	Ensign
Bemis, Paul D.	Chesham	Ensign
Bentley, Ernest W.	New Hampshire	Ensign
Beran, Otto	Dover	Lieutenant (J. G.)

Officer	Residence	Rank
Berry, George F.	Farmington	Lieutenant (S. C.)
Bingham, George H., Jr.	Littleton	Ensign
Bisbee, Frederick C.	Berlin	Ensign
Blaisdell, Harry W.	Portsmouth	Lieutenant-Commander
Blaisdell, Robert R.	Dover	Ensign
Boyd, Robert J.	Portsmouth	Lieutenant-Commander
Boynton, Dalton	North Hampton	Ensign
Brown, William G.	Rye Beach	Ensign
Bruce, Earl H.	Portsmouth	Ensign
Brummer, Reginald C.	Lisbon	Ensign
Buckley, John M.	Portsmouth	Lieutenant
Burch, Charles H.	Portsmouth	Ensign
Cahalane, Reginald F.	Walpole	Ensign
Capehart, Everett D.	Portsmouth	Lieutenant-Commander
Capehart, Wadleigh	Portsmouth	Lieutenant-Commander
Carpenter, Dudley N.	Portsmouth	Captain (M. C.)
Carter, Harold O.	Wentworth	Lieutenant (J. G.)
Cartier, W. L. G.	Portsmouth	Ensign
Cash, John L.	Portsmouth	Lieutenant (J. G.)
Caverhill, Harry Staples	Exeter	Ensign
Chandler, Lloyd H.	Concord	Captain
Chandler, Theodore E.	Concord	Lieutenant (J. G.)
Chandler, William D., Jr.	Concord	Lieutenant-Commander
Chase, Ned H.	Franklin	Ensign
Child, Howard T.	Concord	Lieutenant (T.)
Churchill, James B.	Exeter	Ensign
Cleborne, Cuthbert J.	New Hampshire	Commander
Coddington, Philip L.	Berlin	Lieutenant (J. G.)
Cogswell, Francis	Portsmouth	Lieutenant-Commander
Cogswell, Guy E.	Henniker	Ensign
Collins, Lucius P.	New Hampshire	Midshipman (N. A.)
Converse, Charles Harold	Concord	Ensign
Craig, William	Portsmouth	Ensign
Crockett, Mark Vernon	Gorham	Ensign
Cutts, Elwin F.	Amherst	Lieutenant-Commander
Davis, Guy E.	Tilton	Commander
Davis, Harry A.	New Hampshire	Lieutenant
Dearborn, Walter S.	Exeter	Ensign
DeMoulpied, Arthur W.	Manchester	Ensign
Dickey, Fred C.	Manchester	Ensign
Dickens, Curtis H.	New Hampshire	Captain (Ch. C.)
*Davey, Harry E.	Keene	Lieutenant (J. G.)
Donaghy, Willard R.	Manchester	Ensign
Donnell, Harold E.	Portsmouth	Ensign
Doyle, Paul J.	Nashua	Ensign
Dozois, George A.	Manchester	Lieutenant (J. G.)
Dreller, Louis	Portsmouth	Lieutenant (J. G.)
Driscoll, Paul A.	Manchester	Ensign
Dudley, Roy	Concord	Lieutenant-Commander
Durgin, Charles F.	Concord	Lieutenant (J. G.)
Durgin, George H.	New Hampshire	Lieutenant (J. G.)
Durkee, William P., Jr.	Hanover	Ensign
Easton, John G.	New Hampshire	Ensign
Eldredge, Emory P.	New Hampshire	Lieutenant-Commander
Elliott, Irvine W.	Manchester	Ensign
Erskine, Guy H.	Manchester	Lieutenant (J. G.)
Erwin, John P.	Milford	Ensign
Evans, Walter F.	Nashua	Ensign
Ewen, Edard C.	Portsmouth	Midshipman (N. A.)
Farnum, Karl S.	Keene	Ensign
Fingleton, Joseph P.	Portsmouth	Ensign
*Fingleton, Louis J.	Portsmouth	Lieutenant (J. G.)
Flanders, Benjamin A.	Nashua	Ensign

Officer	Residence	Rank
Foley, Patrick H.	Greenland	Lieutenant (J. G.)
Foote, Ernest A.	Nashua	Lieutenant
Fritz, Emdon, Jr.	Manchester	Ensign
Fry, Edgar P.	New Hampshire	Ensign
Gerth, Ralph M.	Portsmouth	Lieutenant (J. G.)
Giberson, Claud T.	Groveton	Ensign
Gibson, Jacob M.	New Hampshire	Lieutenant (J. G.)
Gilbert, Philip H.	Berlin	Ensign
Griffin, James B.	Newmarket	Ensign
Grisham, Charles F.	Portsmouth	Ensign
Grow, Eugene J.	Lebanon	Captain (M. C.)
Guay, John	Lebanon	Ensign
Guiney, Walter D.	Portsmouth	Lieutenant (J. G.)
Hall, Leigh S.	Concord	Ensign
Hall, Raymond C.	Dover	Ensign
Harding, Wallace K.	West Lebanon	Ensign
Harriman, Chester K.	Exeter	Ensign
Harriman, John N.	Bristol	Lieutenant
Hartford, Justin D.	Portsmouth	Midshipman (N. A.)
Hatch, Frederick S.	Concord.	Lieutenant-Commander
Hatch, Maurice E.	Concord.	Midshipman (N. A.)
Heath, Harlan B.	Manchester	Lieutenant
Hilton, Harry L.	Portsmouth	Lieutenant (J. G.)
Holland, John P.	Manchester	Lieutenant (J. G.)
Howland, Carl E.	Piermont	Ensign
Hoyt, Robert E.	Portsmouth	Commander (M. C.)
Hurd, Norman C.	Dover	Ensign
Hussey, Charles L.	Rochester	Captain
Hutchinson, Karl F.	Milford	Ensign
Hutchinson, Rollo W.	Milford	Lieutenant (M. C.)
Janvrin, Everett B.	Hampton Falls	Ensign
Jenkins, Bernard F.	Portsmouth	Lieutenant
Jenness, Thornton W.	Rye	Ensign
Jennings, Ralph E.	Manchester	Lieutenant (J. G.)
Johnson, Ernest C.	Sanbornton	Lieutenant (M. C.)
Johnson, Otto	Portsmouth	Lieutenant
Jones, Walter E.	Portsmouth	Midshipman (M. A.)
Joyce, James J.	Portsmouth	Lieutenant
Kautz, Austin	Portsmouth	Captain
Kayser, George B.	New Hampshire	Ensign
Kelley, Herbert L.	Franklin	Commander (M. C.)
Kennedy, Edward T.	Goffs Falls	Ensign
Kennedy, John D.	Manchester	Ensign
Kennedy, Robert N.	Concord	Lieutenant
Knight, Philip T.	Lebanon	Ensign
Knott, George	Portsmouth	Lieutenant
Knowles, John, M. D.	New Hampshire	Lieutenant
Knox, John T.	Portsmouth	Ensign
Lagerstadt, Seth T. H.	Stark	Ensign
Lake, Albert C.	Hampstead	Ensign
Langley, Wayne L.	Durham	Ensign
Leavitt, Arnold S.	Portsmouth	Lieutenant (J. G.)
Leete, Edward D.	Concord	Lieutenant (M. C.)
Leighton, George E.	Dublin	Ensign
Leighton, John L.	Dublin	Ensign
Lenney, Morris J.	Portsmouth	Lieutenant
Lewis, Herbert F.	Bartlett	Lieutenant (J. G.)
Lightbody, William R.	Manchester	Lieutenant (M. C.)
Lovejoy, Ralph L.	Exeter	Ensign
McCaffrey, Edward B.	Littleton	Ensign
McCarthy, John A.	Manchester	Lieutenant (J. G.)
McDaniel, Charles S.	Lakeport	Ensign
MacDonald, Ralph E.	Portsmouth	Ensign

Officer	Residence	Rank
McMullen, Andrew J.	Portsmouth	Lieutenant (S. C.)
Mack, Andrew R.	Londonderry	Lieutenant (J. G.)
Madill, Roy K.	Portsmouth	Lieutenant
Magoon, Garvin R.	Lancaster	Midshipman (N. A.)
Manning, Edward T.	Nashua	Ensign
Marvin, David P.	Portsmouth	Lieut.-Commander (C.G.)
Mason, Donald R.	Keene	Lieutenant (J. G.)
Massey, Fred J.	Portsmouth	Ensign
Mayes, Frederick T.	Portsmouth	Lieutenant (J. G.)
Morgan, William G.	New Hampshire	Lieutenant (J. G.)
Morrison, Edgar G.	Acworth	Lieutenant (J. G.)
Moses, Gordon	Concord	Midshipman (N. A.)
Mulholland, Walter E.	New Hampshire	Midshipman (N. A.)
Mullavey, James F.	Whitefield	Ensign
Murdock, Joseph B.	Hill	Rear Admiral
Murphy, Cornelius P.	Portsmouth	Ensign
Murphy, George T.	Concord	Ensign
Nutter, Nelson T.	Milton	Ensign
Odlin, Lawrence A.	Lancaster	Lieutenant-Commander
O'Gara, John Edward	Hanover	Ensign
Olds, George D., Jr.	Manchester	Ensign
O'Neill, William	New Hampshire	Lieutenant (C. C.)
Ordway, Richard S.	Manchester	Ensign
Osgood, Frank G.	Laconia	Lieutenant (J. G.)
Oulton, Philip D.	Portsmouth	Lieutenant (J. G.)
Parker, Edward C. S.	New Hampshire	Commander
Parsons, Archibald L.	Derry	Commander
Parsons, Eben	Wolfeboro	Ensign
Pattee, Herbert S.	Manchester	Lieutenant (J. G.)
Pattee, Wardner R.	Goffstown	Ensign
Paul, Edward A.	Durham	Ensign
Pearsons, John Walter	Concord	Ensign
Pendleton, Perley E.	Concord	Midshipman (N. A.)
Perron, Herbert V.	Goffs Falls	Ensign
Perry, Robert F.	Charlestown	Midshipman (N. A.)
Perry, Russell E.	New Hampshire	Lieutenant
Pherson, Frank J.	Manchester	Lieutenant (J. G.)
Philbrick, Manning H.	Rye	Lieutenant-Commander
Pillsbury, Horace W.	Londonderry	Lieutenant
Piper, Allison N.	Keene	Ensign
Powers, Harvey M.	Hollis	Lieutenant (J. G.)
Pryor, Vernon M.	Manchester	Lieutenant (J. G.)
Quill, James	Portsmouth	Lieutenant
Reed, Royden E.	Manchester	Lieutenant (J. G.)
Richardson, Eugene L.	Bennington	Lieutenant
Roberts, Walter J.	Rochester	Lieutenant (J. G.)
Robinson, Daniel S.	New Hampshire	Lieutenant (J. G.)
Robinson, Ernest F.	Greenville	Lieutenant-Commander
Rokes, Burton E.	Greenland	Ensign
Sampson, Ralph E.	Portsmouth	Lieutenant-Commander
Sargent, Hubert E.	Newport	Ensign
Sausser, Howard E.	Portsmouth	Lieutenant
Sawyer, Ralph A.	Atkinson	Ensign
Shaw, Fred J.	New Hampshire	Lieutenant-Commander
Shaw, Howard R.	Sandown	Lieutenant (J. G.)
Shea, Edward L.	Nashua	Lieutenant (J. G.)
Shepard, Henry B.	Derry	Lieutenant (J. G.)
Sherman, Kenneth L.	New Hampshire	Midshipman (N. A.)
Sibley, Dean S.	Newport	Ensign
Small, Harrison E.	Nashua	Ensign
Smith, George L.	New Hampshire	Lieutenant-Commander
Smith, Robert C.	Exeter	Ensign
Soule, Leslie	New Hampshire	Lieutenant (J. G.)

Officer	Residence	Rank
Stanley, Richard B.	Lincoln	Ensign
Steele, Harold A.	Manchester	Ensign
Steele, Howard Lawrence	Manchester	Ensign
Stewart, Gustavus U.	Rumney	Lieutenant (J. G.)
Stickney, Herman O.	Hollis	Rear Admiral
Stuart, Malcolm D.	New Hampshire	Lieutenant (J. G.)
Sweet, Carlyle W.	Rochester	Ensign
Taft, Clarence M.	Keene	Lieutenant (J. G.)
Taft, Philip H.	Portsmouth	Lieutenant
Tanguay, Joseph P.	Dover	Lieutenant (J. G.)
Tebbets, Fred O.	Farmington	Ensign
Terry, Fred V.	Concord	Lieutenant (J. G.)
Thacher, Lester E.	New Hampshire	Lieutenant (J. G.)
Thom, William M.	New Hampshire	Lieutenant (E.)
Thompson, Willis D.	Concord	Ensign
Tilton, George H., Jr.	New Hampshire	Ensign
Tinker, Herbert D.	Wolfeboro	Ensign
Trask, Charles H.	Rochester	Ensign
Veasey, John E.	Concord	Ensign (D.)
Walsh, William H.	Dublin	Lieutenant
Wardner, Charles D.	Concord	Ensign
Weaver, Charles L.	Portsmouth	Ensign
Wentworth, L. H.	Wolfeboro	Lieutenant
Werner, Martin J.	Manchester	Lieutenant (J. G.)
Whelpley, Philip B.	New Hampshire	Lieutenant (J. G.)
White, David	Portsmouth	Lieutenant
Wilder, Richard N.	Whitefield	Ensign
Wilson, Brandt W.	New Hampshire	Lieutenant (C. C.)
Wilson, Francis S.	New Hampshire	Lieutenant (J. G.)
Wilson, Shirley A.	Manchester	Lieutenant-Commander
Wortman, Walter J.	Portsmouth	Lieutenant
Wright, Laurence Bickford	Portsmouth	Ensign

*Deceased.

Industrial War Resources—A group of citizens connected with the Committee on Public Safety undertook to make an industrial survey of the State. The reason for taking the survey was that it was realized that the federal government would wish to know what industrial agencies in each State existed upon which it could rely for the manufacture of materials required in conducting the war. It was the intention of this committee after making the survey to place its results at the disposal of the State and of the federal government. A long and painstaking investigation resulted in securing from the manufacturers an explicit statement regarding the kind of goods they made, the quantities they produced, the nature of their equipment and the number of their employees. The description of their equipment indicated whether or not the factories could readily be turned into establishments for making the classes of goods required by the government.

A committee was also formed to locate all points in the State where it seemed possible that damage to property might occur through accident or design. The committee ascertained the position of all bridges of importance, of dams, factories, and other places of public utility. They made a list of the chief contractors of the State, together with the equipment and tools of all kinds possessed by the contractors, as well as a

tabulation of their materials for building purposes and the number of men employed by them. The idea at the base of this survey was to find the method whereby damage done to property might be repaired with all possible speed. The method adopted was simple. Competent men were appointed in every small section of the State whose duty it was to notify headquarters as soon as an accident occurred and receive directions as to the best system of setting about making repairs. No necessity arose for calling upon the services of this group of civilians.

Protection of Property—There was much apprehension felt lest outrages might be committed against essential industrial plants and against public utilities such as had occurred in many States. Suspicion was directed against classes and individuals, and frequently it seemed that the suspicion was justified. The federal government took certain measures to guard against calamities of this kind by assigning companies of the Vermont and Massachusetts National Guard to protect bridges and other vulnerable spots along the railway lines. A few members of the New Hampshire National Guard were stationed about the State House and State or Federal buildings in Concord. Apart from these few instances it was expected that all property would be safeguarded by private enterprises. For some time the minds of many people were not free from anticipation of disaster, and appeals for protection were frequently made. Throughout the whole course of the war not a single attempt was made to inflict damage upon either public or private places. The breaking of a dam in the central part of the State was for some days attributed to seditious persons or alien enemies. Investigation proved that the break occurred through natural causes.

In harmony with the prevailing apprehension of the State. the Committee on Public Safety appointed a sub-committee on State protection whose duties were defined in the following words: "To coöperate with the military and other pertinent authorities in making plans and securing organizations for the general maintenance of order within the State, and to assist local authorities in the suppression of disorders; to assist local and State authorities in anticipating dangerous activities of irresponsible persons; in general to help to maintain a healthy condition of individual relations to the State."

There were no uprisings in the State, although some timid citizens were fearful that the enforcement of the selective service law might lead to disorder, nor was it at all certain that the aliens residing within the State would be so loyal as they afterwards proved to be.

The one real difficulty in connection with the protection of the State consisted in the words and acts of "irresponsible persons" in their "individual relations to the State." Almost as soon as war broke out local committees on State protection were appointed in all towns and cities of the State, but these did not seem to take their duties seriously. At all

events they rarely reported cases of disloyalty or of failure to coöperate in the work of the Nation. During the first few months of the war our long settled habit of letting each man do as he pleased still prevailed, and when a rare case of suspected disloyalty was reported it was commonly accompanied by an apology. Only after our own boys began to approach the point of danger, and only after personal deprivations were felt at home, did our citizens realize keenly that those who were not wholeheartedly with us were against us. Then reports were sent in frequently and without apology. Complaints were made of those who tried to excuse Germany, of those who criticized our Government or the President, of those who spoke against the operation of the draft, and even of those who refused to contribute to the various war funds.

Strong objection was expressed to the bringing into the State of newspapers printed in foreign language. This was especially true of Russian and Lithuanian newspapers issued after the revolution in Russia. Some of our citizens were not satisfied with the federal requirement that a true translation should be deposited with the postmaster at the place of issue, and insisted that translations should appear in the newspapers themselves in parallel columns with the originals. It was a laudable desire, particularly after it was discovered that certain papers of revolutionary tendency were sent into the State by express, whereas their publishers had been forbidden the use of the mails. Investigation showed that in these few cases the federal authorities raided the establishments where the printing of the papers occurred, and further publication was prevented.

An excess of zeal was sometimes manifested in the cases where complaint was made that soldiers on agricultural furlough were loafing instead of working on the farm. Complaints were also forwarded that certain men received deferred classification and that the agricultural or industrial enterprises which were the basis for receiving the classification requested were immediately abandoned. It was extremely difficult to discover the exact facts, and too often it was divulged that personal feeling magnified the offense or led even to imaginary charges and unfounded complaints. When this was discovered the cases were quietly dropped. One singular case arose where a man accused a neighbor of disloyalty, and actually manufactured documents and forged the neighbor's signature in order to substantiate his claim. Disloyalty and neglect of duty were variously treated as occasion demanded.

Disloyalty of Individuals—In certain notable cases the local committees on public safety sent representatives to the persons suspected, and by argument or occasional threat effected a conversion. Here and there the individual was actually brought before the local committee and granted a hearing. In all such instances the culprit was forced to make

INTERSTATE MEMORIAL BRIDGE AT PORTSMOUTH

amends before the hearing closed, and to promise to conduct himself loyally for the future.

By far the greater number of cases, and all serious ones, were immediately referred to the special agent of the Department of Justice. This department maintained an office at Portsmouth during the early months of the war. It was later discontinued and a special agent with three assistants located in Concord. The splendid work of the special agent would form a chapter in the history of the Department of Justice, but it is deserving of recognition and gratitude on the part of the people of New Hampshire. No suspicious circumstances in the State passed without investigation, and few remained unaccounted for at the termination of the war.

It was mentioned above that fear was frequently expressed and apprehension felt that the enforcement of the selective service act might lead to disorder and even to rioting. This was indeed no more the case in New Hampshire than it was anywhere throughout the country, but it is interesting to note the gradual change of attitude toward the draft from month to month as the war progressed. At the beginning one heard most frequently the remark made by young men that they would never wait for the draft and thereby be disgraced but rather that they would enlist immediately. This was, of course, not the only reason for voluntary enlistment, and we are proud of the record of New Hampshire in this respect. More than 60 per cent of those in the service entered by enlistment rather than by induction. This percentage is considerably larger than that which obtained throughout the country.

Nevertheless, the feeling that the selective draft was a natural way to enter the service of the country rather than a disgrace gradually sprang up throughout the State. This change of attitude was not immediate nor sudden. During the first six months that the selective service act was in operation a noticeably larger number of young men claimed exemption and even protested against the decisions of the physicians who made their physical examination. This was not wholly due to disloyalty but arose partially from a feeling that was fairly wide spread—that the war would be finished before the winter of 1917. With this in view many young men felt that it would be an extreme hardship for them to give up their usual occupation for the few months they might be required to spend at Camp Devens, and all to no purpose. And yet there was too often manifested in those days a real fear of military service and a dread of the dangers incident to warfare.

When, however, the German drive in the spring of 1918 forced the allies back and the nations opposed to the Germans experienced the greatest despondency that they had felt since September, 1914, even personal opposition to entering the service disappeared. It was then a very noticeable thing that those soon to become subject to the draft

quietly awaited their turn without apparent fear or hesitation or rebellion against the decisions of the local or district boards. In fact the spirit of fairness so characteristic of the boards made a deep impression upon the men whose cases were being considered, with the result that a genuine appreciation of these boards was not uncommonly expressed. Members of the boards commonly accompanied those about to be inducted to the trains which they were to take to camp and said farewell to the boys as they did to their own friends or members of their own families. Of the same nature was the feeling of pride of possession manifested by each town in its own boys whether already at the front or about to leave for the service. The towns of New Hampshire are sufficiently small to permit of a close acquaintanceship among the families resident within the town, and this acquaintanceship ripened into a community spirit which frequently resembled that of a large family.

"Americanization" Work—A speakers' bureau had a list of about 150 of the best speakers of the State, who volunteered to speak at public meetings in any part of the State to which they might be called; the "four-minute men," who confined their activities to delivering four-minute speeches in the local theatres and moving picture houses.

A war conference was held in Concord on May 9, at which speakers of national reputation from Washington were present to give both information and inspiration to the war workers of the State. The State conference was followed by local meetings in many towns, to which the members of the Speakers' Bureau carried the messages they themselves received from the speakers at the war conference. Soldiers who returned from the front, belonging either to our army or to those of our allies, added materially to the inspiration of these meetings.

A realization of the lack of unity existing in the country, due to a failure on the part of Americans to assimilate properly the millions of foreigners who had come to our country to live, made it inevitable that we should either definitely undertake to instruct those who come to us in American ideals, American sympathies and American ways, or give up forever the idea of a unified national spirit. The immediate means to be adopted in this movement consisted in the effort to make English the universal language of the country. It proposed that this be accomplished by means of evening schools, by assistance of officers of industrial plants, and by various voluntary organizations dealing with questions of sanitation, child welfare, and other topics of philanthropic or uplifting nature.

A State director of the National War Savings Committee was appointed, who in turn chose a representative in each town and city in the State to engage in the sale of United States Thrift Stamps.

Recruiting of Labor—At the request of the Federal Department of Labor, a State director of the United States Public Service Reserve was

MEMORIAL TABLET TO WORLD WAR HEROES
STATE HOUSE IN CONCORD

appointed, to whom was given the task of enrolling men of the State engaged in many different occupations who were willing to engage in work useful to the government in its war activities. The chief task of the State director was that of procuring the enrollments of 1,698 men for work in shipyards. In addition to this there were requests for smaller assignments in various organizations, either military or civil. New Hampshire was asked to furnish a few men to engage in tank service; others to enter the railway unit; others to enter the ordnance department for specified technical employment. In securing enrollments and in locating New Hampshire men, the State Department of Labor gave most valuable and hearty aid to the State director.

The attempt was made to compile a record of all New Hampshire men who entered the military or naval service of the country during the war. Card catalogues made in triplicate were kept of all the men who enlisted or who were taken under the selective service act. This was no small task because there was no New Hampshire regiment and no New Hampshire unit of any kind. The men from each State who were serving under the colors were scattered in all kinds of units, singly or in small groups from Texas to Eastern France. There was no group anywhere that bore the name of New Hampshire. For this reason the list of New Hampshire men in the service is not to be found officially, in any office of the war department.

Soldiers' Bonus Paid—A $100 bonus was given by the State to the men and women who served in the World War. The number of checks sent out was 19,425, making a total of $1,942,500 that the State paid. The appropriation was $2,100,000.

The Legislature provided that the payments should be financed by a special poll tax of $2.

All of the bonds issued to meet the bonus payments in anticipation of the collection of the taxes over the five years' period have been paid, except $500,000, and these do not fall due until 1930 and 1936 in equal amounts. Former State Treasurer John W. Plummer retired many of these bonus bonds before they came due and the same course was followed by the present treasurer, as holders of the bonds offer them for redemption.

Officially, the time limit for filing claims for the bonus expired June 1, 1926. Some of the opponents of the bonus payment declared that only a small percentage of those entitled desired the $100 from the State. The working out of the offer did not bear out those claims.

Memorial Tablet in the State House—In 1919 the Legislature provided for a memorial in the form of a roll of honor bearing the names of New Hampshire residents who died in the military, naval or auxiliary service of the United States, or any of the Allied Countries, during the

World War, and directed the Governor and Executive Council to obtain the memorial.

Acting under this statute, Governor John H. Bartlett and the council appointed a committee to invite designs of memorials and to select a suitable location in the State House or on the State House grounds and to report to the Governor and council. The members of the committee were Councilor Arthur G. Whittemore of Dover, State Senator George H. Eames of Keene, and Representative Frank H. Challis of Manchester.

Difficulty in obtaining a complete list of the names of New Hampshire residents who lost their lives in the various branches of the service, and while serving in the armies of other nations than the United States caused delay in carrying out the project. The committee in a report to Governor Albert O. Brown and his council on October 26, 1921, announced that after a study of numerous designs and estimates of the cost they would recommend acceptance of the design of the John Polacheak Bronze and Iron Company and that the contract be awarded to that firm at the price of $4,100. The committee also recommended that the memorial be placed in Doric Hall, at the then entrance to the general committee room and that a new entrance to the committee room be made.

The recommendations of the committee were approved by the Governor and council. There were further delays, mainly owing to the necessity of adding newly reported names of residents who gave their lives in the war and the memorial was not finally placed until the fall of 1924. The tablet is made of cast bronze with marble and slate base, surmounted by a cast bronze wreath.

Battle Flags—On Inauguration day, January, 1927, Governor John G. Winant, the retiring executive received in front of this tablet the battle flags carried in the war by New Hampshire troops.

These flags are installed in Doric Hall in the State House, by the side of the Civil War flags which decorate the entrance to the capitol building, placed on either side of the bronze tablet which bears the names of all the New Hampshire boys who lost their lives in the war.

The colors were first used in service on the Mexican border in 1916 when the 1st Regiment of Infantry of the New Hampshire National Guard went there. In 1917 this unit was merged with the 2d Regiment of Infantry of Maine in the organization of the 103d Infantry Regiment of the United States Army, which became a part of the 26th Division of expeditionary forces which went to France.

At the time of the formation of the 103d Regiment, the officers of the Maine regiment were made the officers of the 103d Regiment and 1,630 New Hampshire infantrymen were enrolled as part of the enlisted men of the 103d Regiment. The other New Hampshire soldiers were put into the First Army Headquarters Regiment, and the New Hampshire officers,

INTERSTATE MEMORIAL BRIDGE AT PORTSMOUTH

headed by Colonel Michael J. Healy of Manchester, were made officers of the First Army Headquarters Regiment.

When the war was over the New Hampshire boys came home without any flags, because the colors of the 103d Regiment went to Maine, which furnished all the officers and part of the men. The State of Maine, having two sets of standards, one given by the federal government and one by Maine, has given one set to New Hampshire and this is the set installed in the State House. Later, it is hoped to secure the colors of the First Army Headquarters Regiment.

The presentation of the colors was by Colonel Edward M. Hume of Maine, who commanded the regiment. Colonel Healy presented the flags of the old 1st Infantry Regiment of the New Hampshire National Guard which ceased to exist when the World War began. Both sets were accepted, on behalf of the State, by Governor John G. Winant, in the presence of the Legislature and members of the First New Hampshire Infantry Association, made up of veterans of both regiments which saw service in France.

Memorial Bridge at Portsmouth—By act of the Legislature, approved March 27, 1919, the State of New Hampshire was authorized to join with the State of Maine and the United States Government for the joint construction of a memorial bridge over the Piscataqua River, and $500,000 was appropriated as New Hampshire's portion of the cost. The bridge is a memorial bridge to the sailors and soldiers of the States of New Hampshire and Maine who participated in the World War.

Under this act a joint building commission consisting of the Secretary of the Navy, representing the United States, and the Governors of New Hampshire and Maine, provided for the construction of the bridge. This commission appointed as a board of engineers, Ernest H. Brownell, representing the United States Government; Walter H. Norris, representing the State of Maine; and William A. Grover, representing the State of New Hampshire.

The Governor and council of New Hampshire appointed a committee consisting of Arthur G. Whittemore of Dover, chairman; Major Orville E. Cain of Keene, Major Reginald C. Stevenson of Exeter, William D. Swart of Nashua, and Captain Frederick R. Hoyt of Portsmouth, to select and place upon the New Hampshire end of the bridge a tablet as a special memorial to the sailors and soldiers of the State of New Hampshire.

The contract for the construction of the bridge was signed in December, 1920, and the bridge was opened to public travel on August 17, 1923. The memorial tablet was placed in position on August 4, 1924.

This bridge consists of three 300-foot spans or a total span length of 900 feet, while the distance from land to land measures 1,200 feet. The floor of the bridge is of reinforced concrete while the structure is designed

to carry a load of a 50-ton electric car, a string of 20-ton trucks and a two-side work load of 82 pounds to a square foot.

The Kittery approach to the bridge is marked by a tablet dedicated May 31, 1925.

A long standing controversy centering about the tablet was ended with the unveiling of the memorial. It began when Miss Bishka Paeff, Boston sculptor, submitted the design. Objections were raised to the title and the lack of the military figures on the tablet. Charges of pacifism and militarism were made during the dispute that followed and suspension of the work was threatened.

The sculptor, however, satisfied both factions with the insertion of war scenes on the tablet, although the original figures, a woman in fear protecting her child with two dead men at her feet, still dominate the design.

The bronze piece, which weighs 2,800 pounds, is said to be the largest panel ever set in position in the United States. The tablet is 11 feet by 8 feet and rests upon a granite base 48 feet by 22 feet. The total height of the monument is 13 feet.

Originally entitled "The Horrors of War," the tablet was dedicated as "The Sacrifices of War."

In 1927 a special committee of which Harold K. Davison of Haverhill, speaker of the House of Representatives, was chairman, reported to Governor Spaulding in favor of the erection of a monument on the approach to the bridge from the New Hampshire side which should be another memorial to the State's participation in the war. This report was referred to the Legislature of 1927 which provided for a further investigation of the subject. There was some sentiment that the monumental memorial, when erected, should be at the capitol in Concord instead of on the approach to the bridge.

American Legion—On March 15 to 17, 1919, a thousand officers and enlisted men, representing all units of the American Expeditionary Forces, gathered in Paris, adopted a declaration of principles and selected the name "American Legion."

It is of particular interest to New Hampshire people to know that a Granite State man, Frank J. Abbott of Manchester, later executive secretary of the New Hampshire State branch of the Legion, was a delegate at the organization meeting. He was Major Abbott then and went to Paris from the 103d Field Artillery, 26th Division.

Then transports began to bring home loads of "olive drab" by the thousands. Men were being discharged in droves. They were scattering to their homes in every nook and corner of the land. When it appeared that a sufficient number of service men—from army, navy, and marine corps—had reached home, a call was issued for a national caucus, repre-

sentative of every State, territory and possession, to which duly elected delegates went to St. Louis, May 8 to 10, 1919. At this stirring assembly, the action of the Paris meeting was confirmed. The Legion was formally recognized by the troops who served in the United States and a constitution in conformity with the Paris declarations of principles was adopted.

However, the final step in the organization of the Legion was held in abeyance until November 10, 11, and 12, when, at Minneapolis, Minnesota, the first national convention met with full delegations, duly elected at various State conventions and as fully representative of the Legion membership as it could possibly be.

New Hampshire's delegation to Minneapolis was made up of these veterans: Orville E. Cain, Keene; Frank J. Abbott, Manchester; Frank Knox, Manchester; Robert C. Murchie, Concord; Francis J. McDonald, Dover; George Wingate, Manchester; Joseph Killourhy, Laconia; Nelson T. Wright, Portsmouth; H. K. Davison, Woodsville; William A. Molloy, Nashua, all as delegates. C. Fred Maher, Laconia, and Winnifred F. Robinson, Hinsdale, also went to Minneapolis as alternates. The other alternates elected were Walter Boardman, Manchester; Clarence James, Franklin; Dr. Charles Walker, Keene; Oscar P. Cole, Berlin; E. A. Weeks, Portsmouth; John J. Taylor, Derry; Chester Fraser, Manchester; Frank A. Gray, Lebanon; Frank B. Foster, Peterborough; Frank Welch, Manchester, and Arthur McReel, Jr., Exeter.

In May, 1919, the movement started locally. It would have begun a bit earlier were it not for the fact that many New Hampshire soldiers returned to American shores with the 26th (Yankee) Division the last of April.

It was because of a desire that these men have a voice in the initial move of the State's service men towards coöperating with other States in forming the Legion that a call for a mass meeting of veterans from all parts of the State did not go out until the first part of May. This call was issued by Frank Knox of Manchester, then recently returned from overseas service as major of the 303d Ammunition Train, 78th Division. It was held in the State Armory at Manchester on May 5, 1919.

Frank J. Abbott of Manchester was the first head of the Legion in this State. The Manchester rally made him temporary chairman and Richard O'Dowd, also of Manchester, was named temporary secretary of the State branch.

The following men were the pioneer Legionnaire locally who represented New Hampshire as her delegates to the St. Louis caucus:

Frank Knox, Frank J. Abbott, George V. Fiske, Walter J. Hogan, Herve L'Hereaux, Matthew Mahoney, John Santos, and William J. Murphy, all of Manchester; Homer J. Deschenes of East Jaffrey; William E. Sullivan of Nashua; Fred Maher of Laconia, and Arthur Trufant of Hudson.

Eventually this delegation became the State executive committee in whose hands rested the development of the Legion in this State until the time of the State convention the last of August.

At the Parker House, Boston, they held a meeting on May 6. Frank Knox was elected temporary chairman of the State executive committee and Frank J. Abbott was made temporary State secretary. Sessions were conducted on the train, day and evening before the halt was called at St. Louis.

By a day, Manchester was beaten by Laconia for the distinction of being the first community to receive its Legion charter. Post No. 1, then, is and always will be Frank W. Wilkins Post of the Lake City. Manchester comes in second place with Henry J. Sweeney Post, No. 2.

Almost universally, local posts were being named for a native son of the community who paid the supreme sacrifice with his life in the service of his country. By action of the national board, no post can be named for any living man.

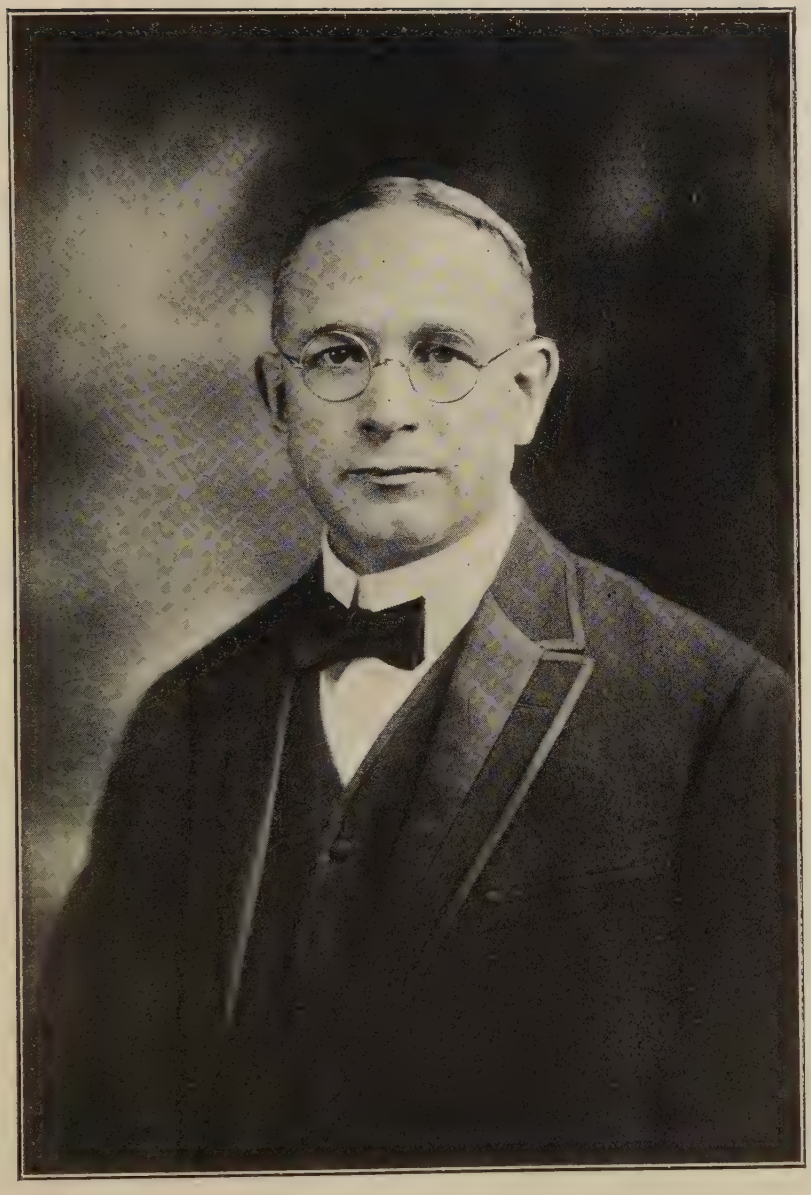
A novel and touching example of the way veterans revere the buddies whom they left over there is given in Groveton where the post's name is The Fredonwarell, No. 17. This was chosen by the Groveton boys because it contains the first three letters of the names of four Groveton soldiers who gave their lives in service—Freeman, Donnolly, Warren and Ellingwood.

The sum of $10,000 had been provided by the State for defraying the expenses of a State-wide "Welcome Home" celebration for all New Hampshire's service men. Considerable confusion arose as to how and where this money could be spent most profitably and advantageously for the thousands of people who would want a part in the demonstration.

As the summer wore on and the Legion grew in strength, it became necessary to fix upon plans for a State convention. This money reverted to the Legion's treasury, the public officials feeling assured that the purposes for which it was appropriated could best be realized through the official service man's organization.

A second boost for the Legion came when arrangements were made with the officers of the New Hampshire Veterans' Association whereby the facilities of the association's sacred campground at The Weirs were laid at the disposal of the Legion for its first State convention.

And there, by the blue waters of Winnipesaukee, on ground that has been consecrated by gatherings of New Hampshire soldiers through the last two decades, was staged one of the most significant events in the military annals of the State. The Legion of New Hampshire was formally instituted.



GOVERNOR JOHN H. BARTLETT

CHAPTER XXXVIII.

ADMINISTRATIONS OF GOVERNORS JOHN H. BARTLETT AND ALBERT O. BROWN, 1919-1923.

Administration of Governor John H. Bartlett, 1919-21—Legislature of 1919—National Prohibition—League of Nations—Waterways—War Reconstruction—Boston and Maine Railroad Reorganization—Woman Suffrage—Special Legislative Session of 1919—Women Pioneers in Politics—Campaign of 1920—Soldiers' Bonus Bonds—Sunday Observance—Census of 1920—Administration of Governor Albert O. Brown, 1921-23—Constitutional Convention—B. A. Kimball—Legislature of 1921—Reorganization of Board of Education—United States District Court—Prohibition Enforcement—Boston Naval Office—Reuben E. Walker—Parker Pillsbury—David A. Taggart—Daniel Webster Highway—Textile Strike of 1922—Railroad Shop Strike—Taxation Investigation—Decline of Street Railways—Election of 1922—Democratic Overturn.

Governor John H. Bartlett—Governor John H. Bartlett was the second Governor named Bartlett in the State's record. He was a native of Sunapee and born March 15, 1869. He was educated at Colby Academy and Dartmouth College, from which he graduated in 1894. He taught school in Portsmouth for four years and was admitted to the bar in 1898 and became a law partner of Judge Calvin Page whose daughter he married. He was postmaster of Portsmouth for eight years, during the administrations of McKinley and Roosevelt and was a member of the House of Representatives in 1917. During the Senatorial deadlock of 1913, he was supported for Senator by the Republicans and in 1920 he was a delegate to the Republican National Convention. He served on the staff of Governor John McLane.

After his term as Governor, he continued his interest in Republican politics and campaigned in this and several other States. In the Harding-Coolidge administration, he was assistant postmaster general.

Bartlett's Council—The members of Governor Bartlett's council were Stephen W. Clow of Wolfeboro, Arthur H. Whittemore of Dover, John G. Welpley of Manchester, John H. Brown of Concord, and Windsor H. Goodnow of Keene. Mr. Welpley was the only Democrat. General Brown had served in the previous council and was reëlected. Mr. Goodnow became a candidate for Governor at the next two elections following his service in the council. He was head of a large chain store system.

Legislature of 1919—Much interest attached to the organization of the New Hampshire House of Representatives of 1919 because of a contest

for the Republican nomination of a candidate for Speaker, such nomination being equivalent to an election under existing conditions. The gentlemen seeking this nomination were Charles W. Tobey of Temple, who had been a prominent member of the Legislature of 1915 and of the constitutional convention of 1918, and Charles W. Varney of Rochester, a member of the Executive Council of Governor Henry W. Keyes, and with a record of previous service in both branches of the Legislature. Mr. Varney was not a candidate for election to the House in November, but upon the death of Representative Bradley F. Parsons of Ward Six, Rochester, the councilor was chosen at a special election to fill the vacancy. He then became a candidate for the speakership, for which his wide experience had amply qualified him, but the result of the ballot in the Republican caucus on the evening of December 31, 1918, proved the truth of Mr. Tobey's statement made some time before that a majority of the Republican members-elect were pledged to his support. Mr. Tobey was nominated in the Republican caucus and on the following day was chosen Speaker, receiving 239 votes to 135 for William N. Rogers of Wakefield, Democrat.

In assuming the office to which he had been chosen, Speaker Tobey addressed briefly the members of the House, emphasizing the importance of the problems on the lines of after the war construction.

Charles William Tobey was born in Roxbury, Massachusetts, July 22, 1880. He was educated at the Roxbury Latin School and engaged in banking in Boston until 1903, when he came to New Hampshire and purchased a farm in Temple, where he engaged extensively in poultry raising. Temple continues to be Mr. Tobey's legal residence, but for the past ten years he has been engaged in the investment banking business in Manchester. In 1927 Mr. Tobey became a candidate for Governor in the Republican primary.

The State Senate included Daniel J. Daley of Berlin, who had served in the previous Senate; George W. Barnes of Lyme, who afterward became a member of the Governor's council; George L. Sadler and William F. Sullivan of Nashua; Herbert B. Fischer, a Pittsfield banker; Richard H. Horan, who afterward became an official of the State Board of Education; Benjamin T. Bartlett of Derry; Professor James A. Tufts of Exeter Academy, and Oliver P. Marvin of New Castle. Arthur P. Morrill of Concord was promoted from speaker of the House to president of the Senate.

Governor Bartlett caused a sensation in his inaugural address by demanding direct responsibility for the Governor and council in the management of State affairs. He said the executive department had been "stripped of its powers," and he proposed that these powers be restored to the elected representatives of the people and taken away from some of the commissions which inhabited the State House.

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The oldest member of the Legislature in point of service was James E. French of the committee on appropriations and generally known as the "watchdog of the treasury." Other prominent members were Fred H. English of Littleton, Dr. Henry F. Libby of Wolfeboro, Marshall D. Cobleigh of Nashua, Clarence M. Collins of Danville, William B. Ranney of Penacook, and the Rev. James McD. Blue.

The Governor's brother, Mott L. Bartlett, became chairman of the committee on fish and game, and after the Legislature adjourned, the Governor appointed him State fish and game commissioner.

The first important business presented to the Legislature was the ratification of the prohibition amendment to the federal constitution which was voted for 222 to 121 in the House and 19 to 4 in the Senate, New Hampshire at that time being a dry State by act of the previous Legislature. More than 40 years previously, Henry W. Blair, who was then a member of Congress and afterward United States Senator from New Hampshire, introduced a prohibition amendment to Congress on December 27, 1876. His proposal was then laughed at as impracticable and short-sighted, but he lived long enough to see it adopted by the necessary number of States.

League of Nations—While the Legislature was in session, the League of Free Nations Association was organized, with Huntley N. Spaulding as the president. The first local organizations were formed at the educational centers of Hanover and Durham, followed by others in each of the counties. Former President William H. Taft addressed meetings in favor of American membership in the League of Nations.

Waterways—Another new organization was the New Hampshire Waterways Association formed for the purpose of developing the port of Portsmouth and building a canal from the Merrimack River through the Salisbury marshes and through Hampton to the Exeter River to Great Bay and the Piscataqua River. This proposal for an inland waterway was supported by the National Rivers and Harbors Congress and the Atlantic Deeper Waterways Association. Great Bay is an inland salt sea of 11 square miles parallel to the ocean, and with a channel 65 feet deep. A canal three miles long to the ocean would give navigation to Portsmouth Harbor and another canal 20 miles long from Newmarket River to Manchester would make Manchester a seaport city in the same manner as Manchester in England. More than a hundred years ago, a canal was surveyed from Great Bay to Winnipesaukee Lake, and on four other occasions the Legislature granted charters for the construction of such a canal. No other State in the union has received from the federal treasury so little money as New Hampshire for the development of waterways.

War Reconstruction Period—The Bartlett administration dealt with that two-year period of New Hampshire's history immediately following the victorious conclusion of the most devastating and deadly World War

Next in importance as marking a real epoch in our State was the adoption of the principles of "Americanization," "Equalization," and "Supervision" with relation to our school system. At a time when reconstruction measures were desperately sought as necessities of continued national existence, this legislation was particularly fortunate, and has made New Hampshire somewhat of a pioneer in the new era of schools following the war.

The law compels universal supervision. Prior to it, there was no supervision in a large number of places and those were the ones that most needed it.

The State board carried on without interruption the work of the former department of public instruction, including the direction of the two normal schools, the administration of the child labor and mother's aid laws, and the inspection and approval of high schools. A detailed account of this educational program is contained in Chapter XLI on Public Schools.

A bill was passed permitting the reorganization of the Boston & Maine Railroad.

The purple lilac was adopted as the State flower.

The Governor favored a bill to abolish the board of trustees of State institutions and organized the present system of non-paid trustees, which was passed after a bitter fight in the State Senate by a vote of fifteen to seven.

Resolutions of sympathy for Ireland in its struggle for the right of self-determination were adopted.

A bill to permit the use of beer and wine was defeated in the House by 161 to 179 on the first roll call and by 139 to 180 on the second.

The session was the shortest since 1905 and there were fewer debates and rollcalls on partisan matters.

The Legislature of 1919 was made up of 19 Republicans and five Democrats in the Senate, and 244 Republicans, 160 Democrats, and two Independents from the House of Representatives. Governor Keyes was unable to swear in the Legislature and that duty was performed by Jesse M. Barton of Newport, the acting Governor. The Woman's Suffrage resolution was debated at great length by Mrs. Carrie Chapman Catt, Mrs. Mary I. Wood, Mrs. W. L. Shaw, and Miss Doris Stevens in favor of suffrage, and Mrs. A. T. Dudley, Mrs. Lydia Jackson, Mrs. John Balch, and Miss Charlotte Rowe in opposition. The House of Representatives then voted by 210 to 135 in favor of suffrage, but a week later the Senate killed the resolution by fifteen to six.

GOV. JOHN WENTWORTH HOUSE, PORTSMOUTH

MANSION HOUSE, PORTSMOUTH

Woman Suffrage—The most important factor in New Hampshire politics during the past decade has been woman suffrage. Not only has the number of electors been practically doubled by the extension of the franchise to women, but the element of uncertainty which has always been one of the most prominent component parts of the Australian ballot system of elections, has been increased more than double.

Gone are the days when the Republican and Democratic committees could figure up in advance the approximate vote that would be cast at any election. The uncertainty of the woman vote has all but destroyed the profession of forecasting an election. The days of Edward H. Rollins, Jacob H. Gallinger, James O. Lyford and other estimable strategists, who could sit down with pencil and paper and calculate the majorities to be returned from each county that had been canvassed, are gone forever.

Woman Suffrage has rendered elections more uncertain, but in other ways it has not worked out as was expected. The promoters of woman suffrage represented it as a reform which would make itself immediately felt upon the State of public affairs in a way that would improve social and moral conditions. The women were to vote always on "the right side," that is, in favor of temperance, peace, morality and honest public service. They were to favor social reform and the uplift of the masses.

What women actually did do at the first few elections in which they participated was to vote practically the same as their husbands, fathers and brothers. Their uplifting influence will perhaps be felt to a greater extent in the future. But it has been difficult to induce most of the women to take the necessary personal interest in political affairs for them to find out which side was the "right side." Another noticeable development of woman suffrage is that the individual women who were most ardent as agitators in favor of voting have not been as conspicuous in public affairs as the women who were either opposed to woman suffrage or non committal on the matter.

History of Suffrage Agitation—Woman Suffrage was first adopted in the United States by Wyoming in 1869, followed by Colorado in 1893, Utah in 1895 and Idaho in 1896. The first woman who ever asked for the right to vote was Margaret Brent, a cousin of Lord Baltimore, the Governor of Maryland. She demanded a vote on June 24, 1647, and was refused. The first place where women were permitted to vote was in Newark, New Jersey, in 1807, when there was a contest over the erection of a courthouse. The first woman's suffrage society was organized in 1848 and the first woman's rights convention the same year. In 1869 the woman's suffrage convention was held at Washington, D. C., which was attended by Marilla M. Ricker of Dover, who afterward became the first woman candidate for office in New Hampshire when she ran for Gov-

ernor in 1910. Miss Ricker demanded in 1871 that her name be put on the check list, but the selectmen of Dover refused to put it on.

The first woman's suffrage meeting ever held in New Hampshire was in Concord December 22, 1868. Armena S. White was chairman and the meeting was called by Nathaniel White and others, including Stephen Foster and Mrs. Foster, Mr. and Mrs. Parker Pillsbury, Mr. and Mrs. Jacob H. Ela, Lucy Stone, Henry Blackwood and many others.

Annual conventions were held after that and bills were put into the Legislature. As a result of this agitation, a law was passed in 1871 giving women the right to be elected to school boards, and in 1878 another law giving women the right to vote for members of the school boards.

Special Session of 1919—The 19th Amendment to the federal constitution, which granted woman's suffrage, was passed by Congress on May 19, 1919, and submitted to the several States. Governor John H. Bartlett, with the advice of the council on August 13 called a special session of the Legislature to act on the proposed amendment.

The Legislature met at the State House September 9. It was the first special session in many years. All the Senators and 368 members of the House of Representatives answered to the roll call and Governor Bartlett appeared in person to deliver a message in favor of woman's suffrage.

The Governor said in part:

> At this, the present-day point in the progress of civilization, it is scarcely open to one to argue against the right, the inherent right, of women to be citizenized, and to vote, in order to safeguard their persons and their property. Moreover it can never be said that the adoption of any right is inexpedient.
>
> That there are many women who do not seem to desire to exercise this right, is not an argument against the right itself. There are, as we know, many men, also, who do not desire to exercise it, and who in fact, do not exercise it. But on the other hand, that there are many women, even millions, who do desire it, and, more than that, demand it, is an imperative reason for granting it. To deny them this right is a positive wrong, and to continue a wrong against a large number of people may become a contributing source of danger to the Republic.
>
> The granting of real citizenship to women has been delayed too long already. The delay is increasingly aggravating an already disturbed public mind. By holding this special session and acting favorably on this question, we may be the means of cutting short that delay by four years for the women of many states as well as our own.
>
> The war has been fought to preserve government by the people, such a government as derives its just powers from the consent of the governed. We can no longer exclude from our governing more than half of our people and permit the minority to govern them without their participating consent. An essential element of reconstruction is to eliminate every possible unsettling factor in our public life. The great body of women toilers should be permitted at once to assist in shaping the relation of labor under which they must live and work. For men to prevent this because they can, because they have the power, is to defeat a right by sheer might, the most malignant false doctrine of these perilous times.

Amendment Ratified—Robert M. Wright of Sanbornton, chairman of the judiciary committee, introduced a resolution into the House of Representatives to ratify the woman's suffrage amendment and after extended debate this resolution was adopted and the amendment was ratified by 212 to 143. On the following day, September 10, the resolution was referred to the Senate and the Senate discussed it in the committee of the whole. It passed by 14 votes to 10. The State of Tennessee also ratified and cast the deciding vote in the affirmative.

After disposing of the question of woman's suffrage, the special session turned its attention to other matters. Governor Bartlett in his message recommended that a soldiers' bonus be granted of $100 and that legislation be passed to prohibit hoarding, profiteering and the unfair raising of prices. In the House of Representatives there was debate on whether or not other matters of legislation besides woman's suffrage and the bonus should be considered and finally a resolution was adopted by 157 to 135 in favor of taking no action. This vote was later offset by another vote of 233 to 64 against limiting the field of operations.

On September 10 Secretary of State Edwin C. Bean presented a message to the House of Representatives with a bill against profiteering and hoarding, which the Governor said was prepared as a supplement to the federal law and to make effective the 82d article of the constitution. It was drawn after a similar act passed in Massachusetts. This bill passed both branches without opposition.

Soldiers' Bonus Paid—An attempt to amend the liquor laws was defeated in the House of Representatives by 220 to 60 and the bill to amend the factory inspection law was defeated by 215 to 105. The 48-hour bill was also rejected.

The soldiers' bonus bill was passed by both houses and went into effect December 1, 1919. It provided a bonus of $100 for all men in the service, which was $70 in addition to the bonus granted at the regular session of the Legislature earlier in the year. This bonus was paid to nearly 20,000 veterans of the World War and the financing was done by the levy of a special poll tax of $2 for five years beginning April 1, 1920. A bond issue of $1,500,000 was authorized and the poll taxes provided a sinking fund for the payment of these bonds. In 1925 all of the bonds had been paid and the sinking fund was more than sufficient to meet the payments, so that the balance left over was transferred into the general treasury. The special poll tax of $2 was in addition to the regular poll tax of $3 which was established for men and women alike by an act of the special session approved September 11.

General Charles A. Doyen—The special session authorized the purchase of a portrait of General Charles A. Doyen of Concord who commanded the United States marines in the expeditionary forces

which went to France in 1917, and this portrait now hangs in Doric Hall on the first floor of the State House.

Female Voting Law—In order to make effective the woman's suffrage amendment, the special session passed an act to regulate voting by females in which it was provided that there would be no discrimination in regard to sex, and it was provided that it should go into effect when the full suffrage to women shall have been granted either by the federal or State constitutions. Full suffrage was granted by the federal constitution within a few weeks so that the law went into effect at the time of the election of 1920.

This act of 1919 brought to a successful conclusion the contest for full suffrage for women which had been in progress in New Hampshire for many years. Attempts to amend the State constitution had been made at several constitutional conventions, but without success. The most serious effort was in the constitutional convention of 1902 when a woman's suffrage amendment was proposed by the New Hampshire Woman's Suffrage Association. A resolution to amend the constitution was introduced at that convention by Arthur Thompson of Warner. This amendment was submitted to the people at the March election in 1903 and was rejected. The vote in favor was 13,089 and the vote against it was 21,788. Every county in the State cast a majority vote against the amendment, the vote of Hillsborough County being more than two to one in the negative.

Wason Supports Suffrage—When the next constitutional convention met in 1912, a suffrage resolution was introduced by Edward H. Wason of Nashua, afterward Congressman for many years, and a special committee was elected to consider it. The committee voted twelve to eight against it and on the roll call of the convention 149 voted in favor of suffrage and 209 against it and it was rejected. John J. Connor of Manchester, who afterward became commissioner of Hillsborough County, then introduced a resolution that poll taxes should not be assessed against women until they could vote and this also was rejected by the special committee on woman's suffrage.

Convention of 1918—In 1918 another convention was held, which took no action on account of the war. In 1920 an adjourned session of the convention of 1918 was held, at which Robert M. Wright of Sanbornton introduced a resolution for woman's suffrage and it was referred to the committee on the legislative department. A similar resolution was presented by Marshall D. Cobleigh of Nashua, which provided that women should vote and hold office. The Cobleigh resolution was rejected by the committee and the Wright resolution was also rejected.

The third session of this same convention met in January, 1921, which was after the special session of the Legislature of 1919 which had ratified

the federal amendment for woman's suffrage. The election of 1920 had been held, at which the women voted in full force. A suffrage resolution was then introduced by James O. Lyford of Concord, who was leader of the convention, and it provided "that nothing in this constitution shall prevent women from holding office to which they may be elected or appointed if otherwise qualified."

In an address to the convention Mr. Lyford called attention to the fact that the federal amendment which confers suffrage on women, overrides any prohibition in the State constitution, so far as suffrage is concerned, but conferring suffrage on women does not confer upon them the right to hold office. The State constitution in article 27 has the word "male" as applying to the election and qualification of Senators, and the provisions of the constitution in relation to qualifications of Governors and councilors are the same as those for Senators.

At the election of 1920 women had been elected to the Legislature and in one county a female register of probate had been chosen. Mr. Lyford said that the question might be raised at any time as to whether women could hold office. The suffrage amendment was unanimously adopted at the convention and submitted to the people at the annual March election in 1921. The vote in favor was 30,285 and the vote in opposition was 24,142, but under the constitutional requirement that two-thirds must vote in favor, the amendment was rejected. The counties that cast a majority vote in favor of the amendment were Belknap, Carroll, Merrimack, Cheshire, Sullivan, Grafton, and Coos, the vote in Cheshire County being almost three to one in favor of suffrage.

The first election at which women voted was held in 1920 and the first women elected to the Legislature were Dr. Mary L. R. Farnum, Democrat, of Boscawen, with 264 votes against 237 for Edward Webster, the Republican candidate, and in Rollinsford, Miss Jessie Doe, Republican, received 257 as against 245 for the highest Democratic candidate.

The Democrats had nominated Margaret M. Gorman of Dover as a candidate for register of probate of Strafford County, but she was defeated. In Cheshire county, however, Ella F. Gee of Keene was nominated by both parties and elected register of probate without any opposition. In Merrimack County the Democratic candidate was Emma C. Clapp of Concord for register of deeds and she was defeated.

Women Pioneers in Politics—At the election of 1922 the female representation in the Legislature was increased from two to three. Dr. Farnum was defeated for reëlection in Boscawen and the three new women members at the House of Representatives in 1923 were Mrs. Effie E. Yantis, wife of the Universalist clergyman in Manchester; Mrs. Emma L. Bartlett of Raymond, widow of a prominent Democratic leader in Rockingham County; and Mrs. Gertrude Caldwell of Portsmouth. In Chesh-

ire County the female register of probate was reëlected without any opposition, but no other women candidates were put forward for important positions.

In 1924 the women took a much more active interest. Both political State committees had reorganized with women representation on practically an even basis with the men. At the election of the Legislature more than a dozen women were successful and on the other hand many received the support of their party, although they were not elected. Mrs. Marcia F. Hilton was elected Representative on the Republican ticket in Andover, although the town for years had been a stronghold for the Democratic party. In Atkinson Mrs. Nellie J. Page, Republican, was elected almost unanimously. In the city of Berlin four women were elected, Margaret H. Barden, Democrat; Virginia P. Lunderville, Democrat; Mrs. Mary G. Chapman, Republican; and Mrs. Jennie Fortier, Democrat. There was a fifth woman in this city who was a candidate, Josephine Nollette, Republican, but she was not successful.

In Candia the Democratic nominee for representative was Grace E. Rowe, and she received the full party vote, although not elected. In Dover Mrs. Georgie E. Worcester was elected on the Republican ticket. In Easton Mrs. Helen J. Young, Democrat, was elected by unanimous vote. In Livermore Mrs. Katherine Donahue, Democrat, also had a unanimous vote. The city of Manchester elected three women, Mrs. Yantis, who had been a member of the previous House; Mrs. Hobart Pillsbury, and Dr. Zatae L. Straw. In Nashua Mrs. Victoria M. Langlois, Democrat, was chosen. The voters of Wilmot elected Miss Emogene V. Emons, Republican candidate.

Among the women who were on the ticket, although not successful in being elected to the Legislature, were Mary E. Woodward, Democrat, of Conway; Mary C. Barnard, Democrat, of Dunbarton; Dr. Anna B. Parker, Democrat, of Gilmanton; Jennie R. Ford, Democrat, of Hanover; Mary K. Hutchinson, Republican, of Jaffrey; Mrs. Jennie P. Olmstead, Democrat, of Lancaster; Sarah Chadwick, Democrat, of Newport; Marion B. Eastwood, Democrat, of Northumberland; Gertie M. Carr, Democrat, of Orford; Katherine T. McEvoy, Democrat, of Portsmouth; Susie D. B. Flint, Republican, of Walpole; and Mabel F. Hatch, Democrat, of Wolfeboro.

The women also took a more prominent part in county politics. In Belknap County Elizabeth H. Sanborn of Laconia, who for many years had been stenographer in the Legislature, was elected register of deeds, on the Republican ticket. In Carroll County the Democrats nominated Violet M. Brown of Ossipee for register of probate, but she was not elected. In Hillsborough County, Mrs. Lottie B. Copp of Nashua, Republican, was elected register of probate to succeed her deceased husband, Colonel Copp, who had held the position many years. In Cheshire County

the female register of probate was elected for a third time and again without any opposition, and Grace A. Richardson of Keene was chosen the first woman county commissioner of the State. She had the nomination of both political parties. In Grafton County, the Democratic candidate was Isabelle E. Shea of Littleton, but the county went strongly Republican and she was not elected.

The first election in which women participated was the presidential election of 1920. This followed the second presidential primary held in New Hampshire under the provisions of the law passed in 1913 and amended in 1915. The Republican and Democratic parties participated and the Republican vote was 16,195 and the Democratic vote was 7,103.

Presidential Primary of 1920—There was a contest in both political parties. In the Republican party one slate of candidates was pledged to support General Leonard Wood, a native of New Hampshire, for the Republican presidential nomination and the second slate of candidates ran unpledged. The Wood slate was headed by Colonel Frank Knox of Manchester; Fred W. Estabrook of Nashua, Republican national committeeman; Governor John H. Bartlett and C. Gale Shedd of Keene. The independent slate was headed by Merrill Shurtleff of Lancaster; Fred N. Beckwith, former mayor of Dover; Benjamin F. Worcester of Manchester and Charles W. Tobey of Temple. Besides these two slates there were two independent candidates, Colonel W. Rockwell Clough of Alton, who was unpledged, and James W. Flaherty of Nashua, who was pledged to Senator Hiram Johnson of California.

The Wood slate was elected by a very substantial majority, Colonel Knox leading the ticket with 8,591 votes, while Mr. Shurtleff, the high man on the independent slate had 4,430. Mr. Clough polled 2,256 and Mr. Flaherty, the Johnson candidate, polled 2,000 votes.

New Hampshire Supports Wood—In the first district John Scammon of Exeter and Philip C. Lockwood of Manchester were elected delegates and in the second district Judge Jesse M. Barton of Newport and Alfred Stanley of Lincoln. All of the district delegates as well as the delegates-at-large were pledged to Wood. The Republican delegation that year met at Nashua and elected Colonel Knox its chairman, and at the convention in Chicago the vote of the State was passed for Wood throughout the long balloting which resulted in the nomination of Warren G. Harding for President.

The Democratic primary had nine candidates for the four positions as delegates-at-large, none of whom were pledged. The delegates elected were Eugene E. Reed, former mayor of Manchester; Robert C. Murchie of Concord; Major Charles E. Tilton of Tilton, who was to be the candidate for Governor at the coming State election, and Major James F. Brennan of Peterborough, Democratic leader in the Legis-

lature. The defeated candidates were Moise Verette, mayor of Manchester; Charles R. Jameson of Antrim; Albert W. Noone of Peterborough, who had been candidate for Governor; William H. Barry of Nashua, and Lawrence M. Connor of Manchester. Three of the four district delegates were elected pledged to Herbert Hoover for president. They were Gordon Woodbury of Bedford, who was assistant secretary of the navy; Raymond B. Stevens of Landaff and Robert Jackson of Concord. The Democratic convention nominated James M. Cox of Ohio for President. No record was kept in this State of the women's vote.

The Republicans reëlected Mr. Estabrook national committeeman, and at the Republican State Convention the candidates for electors to support Harding and Coolidge were Mrs. Alice H. Glessner, Arthur E. Childs, George N. Towle, and Albert J. Precourt.

Democratic Delegation—The Democratic delegation reëlected Mr. Murchie national committeeman, and Mr. Reed chairman of the delegation. They attended the convention at San Francisco in July. The Democratic State Convention selected as candidates for Cox and Roosevelt electors Mrs. Marion D. Jameson, Mrs. Alice S. Harriman, Patrick H. Sullivan and Henri A. Burque.

The Socialist party held no primary but supported Eugene V. Debs again as candidate for President and Seymour Stedman as vice-President. The candidates for electors in this State were George C. Brooks, Ralph E. Day, George A. Reid, and William B. Wellman.

In 1920 the population of the State, exclusive of people living in unincorporated places, was 442,440 and the number of legal voters was 191,561. The number of votes actually cast was 161,626, and the number cast at the preceding presidential election was 89,127. The increase in the vote due to woman's suffrage was 72,449, or approximately 80 per cent.

The primary election was held September 7, 1920, and the town of Livermore was the only one of 294 towns and wards that failed to cast votes. The total Republican vote was 56,742 and the Democratic vote was 11,287, indicating that the increased interest among the women was confined largely to the Republican party. The candidates for Governor on the Republican side were Albert O. Brown of Manchester, who was president of the constitutional convention; Windsor H. Goodnow of Keene, a member of Governor Bartlett's council, and Arthur P. Morrill of Concord, president of the State Senate. The vote resulted as follows: Brown, 24,588; Goodnow, 18,473; Morrill, 9,612.

Senator Moses Reëlected—The candidates for Senator were George H. Moses of Concord, who had been elected at the previous election to succeed the late Dr. Gallinger and Huntley N. Spaulding of Rochester. Senator Moses had been opposed to woman's suffrage whereas Mr.

Spaulding had favored it, and it was expected that the women who had campaigned for the suffrage amendment would be stoutly opposed to the reëlection of Senator Moses. As the campaign went on, however, many anti-suffrage women took an unexpected interest in the renomination of Senator Moses with the result that the women vote on the whole helped rather than injured the Senator's cause. The result of the ballot for Senator was 34,256 for Moses and 18,984 for Spaulding and the Senator's majority was 15,272.

The Democrats named Major Charles E. Tilton of Tilton for Governor and Raymond B. Stevens of Landaff, former Congressman, for United States Senator. Both of these candidates were opposed by Albert W. Noone of Peterborough, who did the unusual act of running simultaneously for Governor and United States Senator. Tilton's majority over Noone for Governor was 3,409 and Stevens' majority for Senator was 4,885, which represented a vote in each case of about three to one.

Congressional Nominations—Sherman E. Burroughs of Manchester and Edward H. Wason of Nashua, the Republican Congressmen, were renominated without much difficulty. The wet and dry issue figured largely in this campaign, both of the incumbent Congressmen being supporters of prohibition while their opponents leaned toward the wet side. Congressman Burroughs had a majority over Benjamin T. Bartlett of Derry of 12,402 and Congressman Wason had a majority over Joseph B. Perley of Enfield of 15,313.

The Democrats nominated Rosecrans W. Pillsbury of Londonderry and Charles J. French, mayor of Concord, for Congressmen. Mr. Pillsbury had been a candidate for Governor and Senator in the Republican party, but had gone over to the Democratic party during the Wilson administration. Mayor French had been a picturesque working man's candidate in several municipal campaigns and had also run for Congress. He defeated, in the primary, Samuel H. Edes, publisher of a weekly newspaper in Newport, and George H. Duncan of Jaffrey, who was a member of the Legislature.

The Republicans nominated for the Governor's council State Senator George W. Barnes of Lyme; Albert Hislop, former mayor of Portsmouth; George E. Trudel, who was to be the next mayor of Manchester; State Senator George L. Sadler of Nashua, and State Senator Fred S. Roberts, of Laconia. The Democrats renominated Councilor John G. Welpley of Manchester and selected new candidates in the other districts.

After the primary the Republican State Convention met at Concord September 28, 1920, under the presidency of Charles S. Emerson of Milford, and endorsed Harding and Coolidge as their ticket. The first plank in the platform congratulated the country on the achievement of equal suffrage by a Republican Legislature and promised to recognize the

women of New Hampshire in affairs of State. The platform contained a strong plank in favor of the endorsement of prohibition and urged the adoption of amendments to the constitution presented at the constitutional convention. Dwight Hall was reëlected chairman of the Republican State Committee and Mrs. Susan C. Bancroft of Concord was chosen vice-chairman. Miss Alice Precourt of Manchester, a daughter of Albert J. Precourt, candidate for presidential elector, was made assistant secretary of the State committee. These two women were the first to be honored with positions on the State committee and the executive committee of the Republican party was equally divided between men and women.

Democratic State Convention—The Democratic State Convention met at Concord September 29 under the presidency of Gordon Woodbury of Bedford, assistant secretary of the navy. The convention went on record in favor of American membership in the League of Nations. It congratulated the enfranchisement of 20,000,000 women through ratification of the suffrage amendment by the Democratic State of Tennessee. The Republican Governors of Vermont and Connecticut had refused to call their Legislatures into special session, as New Hampshire had done, for the purpose of acting on this amendment, which gave the Democratic party an opportunity to take credit for putting the amendment into effect. The party went on record in favor of prohibition endorsement, as the Republican convention had done, and also demanded once more the abolition of the Governor's council and a reform of the State Senate which should permit representation on the basis of population instead of wealth. The Democrats also declared in favor of the initiative and referendum. It opposed the amendment to the constitution for reducing the size of the House of Representatives on the ground that the proposed amendment would change the basis of representation from population to legal voters and would be "unjust in principle and unfair in operation." Robert Jackson of Concord was elected chairman of the Democratic State Committee and Mrs. Alice S. Harriman of Laconia vice-chairman. Several women were put on the executive committee including Lillian M. Cohen of Portsmouth and Mrs. Dorothy B. Jackson of Concord.

The Socialist party organized with a State central committee consisting of Francis T. Butler of Franklin, Patrick J. Leonard of Concord, Andrew H. Linna of New Ipswich, Eugene Williams of Portsmouth, and John Wulf of Manchester.

The election was fought largely on the issue of the League of Nations as advocated by President Wilson. The Republicans attacked the league and on that issue carried the country by the largest majority on record. New Hampshire, which had gone Democratic in the two previous presidential elections, swung over to the Republican ticket by a majority of 31,300. The vote was:

Harding and Coolidge, Republican, 95,196.
Cox and Roosevelt, Democrat, 62,662.
Debs and Stedman, Socialist, 1,234.

Mr. Brown was elected Governor by 30,019 and Senator Moses was reëlected by 24,134. Congressman Burroughs was reëlected by 14,664 and Congressman Wason by 17,344. The Republicans elected all the members of the Governor's council and a large majority in both branches of the Legislature. They carried every county in the State, most of them by the largest majorities ever rolled up. The women at their first opportunity had proven a strong support to the Republican party.

Soldiers' Bonus Bonds—In the closing days of the Bartlett administration a State loan of $1,500,000 was pledged to pay the soldiers' bonus which had been authorized by the special session of the Legislature. Bonds were sold to E. H. Rollins & Son at less than four and one half per cent interest and $700,000 became due December 23, 1923, and $800,000 December 7, 1925. Premium on these bonds paid by the bankers was $10,600 and the total issue was reduced by that amount. Many of these bonds were taken up by the State before their maturity and all of them were paid as soon as presented afterwards.

Sunday Observance—In December, 1919, a commission was chosen to consider changing the Sunday laws of the State. The members of the commission were Ernest M. Hopkins, president of Dartmouth College; Ralph D. Hetzel, president of the University of New Hampshire, which was then called New Hampshire College of Agriculture; Professor Lewis Perry of Exeter; Major William H. Trickey, commandant of the soldiers' home in Tilton; Rev. William H. Pound, member of the Legislature from Wolfeboro; State Senator Guy H. Hubbard of Boscawen; Henry H. Metcalf of Concord; State Senator William F. Sullivan of Nashua; George E. Brown, editor of the Manchester "Leader"; Roy M. Pickard of Keene; Edgar M. Bowker, judge of probate of Coos County; and Fred A. Rogers, master of the State Grange. This commission held several sessions, but nothing resulted in actually changing the Sunday laws. The people seemed to be well satisfied to allow the old statutes for Sunday observance to remain. President Hopkins and President Hetzel resigned from the commission and were succeeded by Dr. Samuel S. Drury, head of St. Paul's School in Concord, and Judge Omar A. Towne, publisher of the Franklin "Journal Transcript." Professor Perry became chairman of the committee.

Census of 1920—The 1920 census showed a very small gain in population for the State of New Hampshire as a whole; a considerable gain in the cities of Manchester and Berlin; a small gain in most of the other cities and in some towns in which manufacturing villages are located; slight losses in some cities and most towns; and decided decreases in a

number of rural communities. Pessimists had predicted greater losses and some optimists had hoped for larger totals in several cities.

But the fact that the conditions, as revealed, were not surprising, does not alter their significance. Within the past quarter of a century good roads, rural mail delivery, radio, telephones, electric lights, automobiles, better schools, farmers' organizations, etc., have improved rural conditions and obviated many of the objections to life on the farm. Yet the drift to the cities continues.

In many ways existing conditions seem well calculated for placing New Hampshire agriculture upon a more profitable basis in the near future. The farmers through the Grange and the farm bureaus never were so well organized. The Chambers of Commerce and like organizations and the bankers and capitalists are more appreciative of the importance of agriculture to them and of the benefits from coöperation between country and city. The day is not far distant when the development of New Hampshire waterpower will render secure the future of our industries and increase their number and importance. That will expand in turn the home market for our farmers.

Alien Population Decreases—The census of 1920 returned a population of 443,085. Of this number 257,074 were natives of New Hampshire; 91,397 were natives of foreign countries; 94,612 were natives of other parts of the United States; 35,000 of these people were born in Massachusetts, 21,000 in Vermont and 17,000 in Maine. During the decade from 1910 to 1920 the population of native Americans in New Hampshire increased and the foreign born population decreased from 22 per cent to 20 per cent.

The readjustments following the war bore heavily upon New Hampshire industries as they did throughout the country. New Hampshire was more fortunate than some States because during the war there was not so much war-forced industrial activity and therefore the State did not have so far to drop rather suddenly to the level of normal conditions. Employers had been profligate with excess profits. Workers had been wearing silk shirts and fur coats and paying high prices for low liquor. This was a period of sobering up time. Soldiers returning from the war had to be reassimilated into the civic body. The necessary adjustment caused many pangs and aches and sore spots.

Albert O. Brown—Albert Oscar Brown, who was elected Governor of New Hampshire in November, not only by the largest vote, but also by the largest majority ever given any candidate for the office, was the seventh resident of the city of Manchester to occupy the position since 1865. Frederick Smyth, the first incumbent from the "Queen City" held the office from June, 1865, to June, 1867. James A. Weston was the incumbent in 1871 and again in 1874, being succeeded by Ezekiel A.

ALBERT O. BROWN
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Straw in 1872, who served till 1874, and in 1875 by Person C. Cheney, also of Manchester, who occupied the chair till June, 1877. In 1885 Moody Currier assumed the office, serving till 1887, and in 1907 and 1908 Charles M. Floyd was the incumbent.

Albert O. Brown, Governor in 1921 and 1922, was born in Northwood July 18, 1853. His great-great-grandfather, Jedediah Brown, removed from Seabrook to Raymond early in the eighteenth century and was the ancestor of many men and women who have played prominent parts in the life of southeastern New Hampshire during the past 200 years. Brown passed from the town schools into Coes Academy and there fitted for Dartmouth College, which he entered in the fall of 1874. He received the degree of Bachelor of Arts upon his graduation in June, 1878, and the honorary degree of Master of Arts in 1908. In 1911 Mr. Brown was chosen a trustee of the college and still continues to hold that office. For three years after leaving college Mr. Brown was a school teacher in Lawrence Academy, Groton, Massachusetts. He began the study of law in the office of Burnham & McAllister at Manchester, later attending the law school of Boston University.

From this institution he graduated *cum laude* in 1884, receiving the degree of Bachelor of Laws; and in the same year he passed the New Hampshire bar examinations, at the head of his class, being admitted to practice in August. It was March 1, 1912, when he announced his retirement from the active work of his profession, so that the length of his distinguished legal career was almost 28 years. Throughout this period he was associated with Judge Henry E. Burnham, for 12 years United States Senator from New Hampshire. The other members of the firm were the late Edwin F. Jones, George H. Warren, Allan M. Wilson, and Robert L. Manning. In 1894 he became a trustee of the Amoskeag Savings Bank of Manchester, the largest in the State. In 1905 he succeeded the late Otis Barton as its president, and in January, 1912, following the death of George Henry Chandler, he was chosen its treasurer.

In 1910 and 1911 he was associated with the attorney-general as special counsel for the State in the important railroad tax appeals then pending in the Supreme Court; prepared the State's side, and took a prominent part at the trial of the litigation against the Boston & Maine and other railroads over the assessment of taxes upon them by the State board of equalization.

In May, 1911, the court appointed him chairman of the newly created State tax commission. In January, 1919, the 52 members of the Republican city committee of Manchester adopted unanimously a resolution asking Mr. Brown to become a candidate for the party nomination for Governor at the primary of 1920, to which he acceded. He was Governor and president of the constitutional convention simultaneously.

The council of Governor Albert O. Brown was made up of George W.

Barnes of Lyme, who had been prominent as a New Hampshire farmer and Boston hotel financier; Albert Hislop, former mayor of Portsmouth; George E. Trudel, mayor of Manchester; George L. Sadler, superintendent of the Nashua division of the Manchester Traction Light and Power Company; and Fred S. Roberts, one of the leading merchants in Laconia.

Tenth Constitutional Convention—The tenth constitutional convention had an unusual career. Results hardly justified the time and labor devoted to it. As has been recorded, the convention was authorized by a vote of the people in November, 1916, and the Legislature of 1917 made the necessary arrangements for it. The convention met June 5, 1918, and, after a session of three days, adjourned to meet again not later than one year after the war.

In accordance with this vote, the second session of the convention was called by President Albert O. Brown on January 13, 1920. The convention deliberated on 40 proposed amendments including those which had been introduced at the session of 1918. More than half of these propositions related to taxation, reorganization of the State Legislature, and methods of amending the constitution.

The first debate was on the amendment to provide a new method of growing wood and timber, which was rejected on the first vote by 95 to 157, and on the second vote by 93½ to 223½. The initiative and referendum was defeated by 80½ to 144½. The convention adopted seven of the proposed amendments, after sitting over a period of 16 days, and these amendments were all rejected by the people at the presidential election of November 2, 1920. The seven questions submitted and the vote on each were as follows:

Do you approve of empowering the Legislature to impose and levy taxes on incomes, which taxes may be classified, graduated and progressive, with reasonable exemptions? Yes, 49,018; no, 32,173.

Do you approve of providing in terms that taxes on property when passing by will or inheritance may be classified, graduated and progressive, with reasonable exemptions? Yes, 47,947; no, 25,681.

Do you approve of giving the Governor authority to approve or disapprove any separate appropriation contained in any bill or resolution? Yes, 48,063; no, 27,833.

Do you approve of providing that the whole number of members in the House of Representatives shall not be less than 300, nor more than 325; that representation shall be in proportion to the average total number of ballots cast in presidential elections, the Legislature to make the apportionment of representatives at definite periods; and of providing that there shall be required for each representative additional to the first, three times the number of ballots required for one representative, with the proviso that a town, ward or place which has cast less than the number

of ballots required to entitle it to a representative all of the time may send a representative a proportionate part of the time? Yes, 51,441; no, 29,639.

Do you approve of amending the Bill of Rights by striking out the provision that no person who is conscientiously scrupulous about the lawfulness of bearing arms shall be compelled thereto provided he will pay an equivalent? Yes, 37,873; no, 33,567.

Do you approve of amending the Bill of Rights by striking out the words "rightly grounded on evangelical principles" after the words "As morality and piety," and strike out the word "Protestant" before the words "teachers of piety, religion and morality"? Yes, 37,100; no, 44,750.

Do you approve of amending the Bill of Rights by striking out the provision that pensions shall not be granted for more than one year at a time? Yes, 47,054; no, 33,796.

Third Session of Convention, 1921—Governor Albert O. Brown, in his capacity as president of the convention, reassembled the delegates on January 29, 1921, after the Legislature then in session had provided funds for the session. The convention voted to resubmit the first two proposed amendments which had been rejected in November, 1920, and to resubmit the fourth proposed amendment (also rejected) in different form, and to propose another designed to bring the State constitution into conformity with the federal constitution after the adoption of the nineteenth amendment. These were all rejected, the vote being as follows:

Second Vote on Amendments—

First amendment, relating to taxation—yes, 21,440; no, 33,819.

Second amendment, relating to inheritance taxes—yes, 23,354; no, 29,473.

Third amendment, to cut down the Legislature—yes, 30,275; no, 23,271.

Do you approve of striking out the word male in Article 27 relating to the qualification for voting; and of providing that women may hold office? Yes, 30,285; no, 24,142.

Fourth Session of Convention, 1923—The Legislature of 1923, having under consideration various measures relating to changes in the taxation laws, concerning which there was question of constitutionality, adopted a resolution requesting that the convention be reassembled and that another effort should be made to so amend the constitution that the Legislature would have broader power to enact taxation legislation.

The convention met for the fourth and final session on February 16, 1923. The action was limited to the submission of one amendment, to be voted on at the following March meetings in the towns and at special elections in the cities on the same day. The question submitted and the vote follows:

Do you approve of empowering the Legislature to impose and levy assessments, rates and taxes, for the public charge of government with no restrictions except that they be reasonable, as proposed in the amendment to the constitution? Yes, 21,006; no, 40,737.

Effect of Rejection of Amendments—The failure of the people of New Hampshire to ratify any of the amendments to the constitution submitted to them was regretted. Some of the proposed changes would have been of little practical effect save to rid the constitution of dead wood, but others were of immediate and considerable importance and their defeat was an injury to the progress and welfare of the State. Some of the delegates to the convention took pains to inform the people of their towns as to what the amendments meant and why they should be ratified. Where this was done the effect was noticeable in the vote cast. If it had been done to a much larger extent the $60,000 which the convention cost the State might not have been money wasted. The State press might have done more to call the attention of the voters to the ballot containing the amendments, and thus help to secure an expression of opinion from more than the 48 per cent of the total vote recorded which settled the fate of these important matters.

Benjamin A. Kimball—Benjamin A. Kimball died July 25, 1920, at his summer home in Gilford at the age of 86. He was the foremost citizen of Concord, and bequeathed to the State his mansion on Main Street to be used as an executive mansion. The State, however, declined to accept the gift on the ground that many Governors would not care to reside in Concord and the State would not be justified in the expense of maintaining the mansion. The building was subsequently sold to the Masonic fraternity and remodeled into a shrine temple. Mr. Kimball was a native of Boscawen and belonged to an old New Hampshire family.

Legislature of 1921—The new Legislature elected in 1920 met in January, 1921. Leslie P. Snow of Rochester was elected president of the Senate and before his term expired, he was appointed to the Supreme Court. Judge Fred A. Jones of Lebanon was chosen speaker of the House of Representatives. The secretary of State, Edwin C. Bean, and State treasurer, John W. Plummer, were reëlected and the Republicans took control of all branches of the State government. Among the State Senators were John G. Winant of Concord, who was later to become Governor, and James A. Tufts, professor of English at Exeter Academy, who became president of the Senate when Snow was appointed judge. One of the Democratic Senators was Ferdinand Farley of Manchester, who had been a Republican member of the House, but changed to the Democratic party.

The General Court assembled on Wednesday, January 5, and was prorogued April 14. The Governor did not veto, or withhold his approval from any measure submitted to him.

The Senate was made up of 21 Republicans and three Democrats; the House of 294 Republicans, 109 Democrats, and one Independent, George L. Porter, of Langdon. The House was especially distinguished as to membership because of the fact that for the first time in the history of the State women occupied seats as entitled representatives of two towns, Mrs. Mary L. (Rolfe) Farnum of the town of Boscawen, and Miss Jessie Doe of the town of Rollinsford.

Another unprecedented feature of this session of the Legislature was the resignation, at its close, of Leslie P. Snow of Rochester as president of the Senate in order to accept an appointment as justice of the Supreme Court. Senator James A. Tufts of Exeter was elected by acclamation, on motion of Senator Charles S. Emerson, to succeed President Snow.

Among the acts of the session of major importance were the enactments providing for continuing boards of selectmen; for the maintenance of highways by the traffic they bear and for their protection against destructive use; for the improvement of the school law and some reduction in the cost of its operation; for the closing of certain jails; for the equalization of salaries paid by the State; and for the payment of fees and other income into the State treasury.

Extensive provision had been made for continuing the fight against tuberculosis in men and animals. The Sunday law was retained, unimpaired, upon the statute book. The State's greatest highway was named for her most distinguished son. The aid of the State was extended to the city of Manchester to supply a need where local government, for the time being, had failed. Various commissions were created to serve without pay in the interest of the State.

The most successful attempt to increase the revenues of the State was by increasing the fees charged for the registration of motor vehicles and changing the basis of payment from horse power to gross weight.

The presiding officers of both branches accompanied Governor Brown, his council and staff, to the inauguration of President Harding, the situation thus created presenting the interesting question of who was Governor of the State during the absence from its borders of all three of the officers mentioned in the statutory succession.

Board of Publicity—By a joint resolution of the Legislature of 1921, the Governor was authorized to appoint, with the advice and consent of the council, a board of three members to serve as a board of publicity. Said board was given authority to confer with the officials of the Boston and Maine, Maine Central and Grand Trunk railroads and other persons interested for the purpose of devising means to advertise the attractions and resources of the State, in coöperation with the advertising bureaus of the railroads and others. Members of the board served without pay. For this board, Governor Brown and his council made the excellent selections

of Colonel Frank Knox of Manchester, Wardon Allan Curtis of Ashland, and Karl P. Abbott of Franconia.

It is a good deal less than half a century since advertising was recognized as an art, a science and a profession; but during that time not a few more or less ambitious schemes for attracting public attention to the "attractions and resources" of New Hampshire have budded, bloomed and quickly faded.

And yet there have been successful official attempts to advertise New Hampshire and there is no insuperable obstacle in the way of adding others to the short list.

The two accomplishments on this line which stand out above all others are the institution of Old Home Week by Governor Frank W. Rollins and the summer homes campaign of Governor Nahum J. Bachelder. The latter added millions of dollars to the taxable valuation of the State and caused the annual expenditure of other millions within New Hampshire by visitors from beyond our limits. We have not made the most of the magnificent marketing and trade possibilities thus created, but they are with us still and in increasing measure. The prosperity and progress of New Hampshire as a manufacturing State and as an agricultural State are vital to her existence and must always be our main endeavors. But as a side-line, in which nature becomes our partner and for once favors, rather than handicaps us, New Hampshire as a vacation State would be a wonderful winner.

"New Hampshire is called the Granite State" say all the books of reference, and the Congressional Library at Washington and other buildings and monuments the country over, bear testimony to the value of this advertising. But "New Hampshire, the Old Home State," is a better known slogan today; one that catches the eye, quickens the brain, inspires the imagination. We have in it an asset upon which we scarcely have begun to realize and which in the hands of a really skillful publicity board immediately shows its value and indicates its possibilities.

A well-stocked store is one-half of the combination which spells mercantile success. The other half is getting people into the store to look at the stock. New Hampshire has some fertile acres, some good water power, some unsurpassed scenery, some splendid traditions of heroic history and happy homes. They all can be sold to the kind of people with whom we wish to do business and the right sort of publicity helps along the trade.

Publicity Commission of 1925—The publicity board of 1921 did a splendid foundation work for four years. In 1925 a new publicity commission was established, consisting of Arthur B. Rotch, publisher of "The Milford Cabinet"; Arthur S. Morris, publisher of "The Littleton Courier"; and Stewart F. Bosson of Meredith.

This board also served without salary, but the Legislature of 1925 granted $25,000 a year for advertising. This appropriation was supplemented by a like amount each year raised by popular subscription through the State Chamber of Commerce. The Legislature of 1927 increased the State appropriation to $35,000 a year. This money was largely spent in advertising booklets and in display advertisements in the metropolitan newspapers.

President Harding's Visit—Through her distinguished son, Secretary of War John W. Weeks, New Hampshire had the honor and pleasure in 1921 of entertaining President Warren G. Harding. His few days upon the summit of an outpost mountain of the Presidential Range were for him a time of peace and rest and quiet, during which the hills gave to him of their strength and nature of her benison. In the hearts of all the people was a sincere welcome which must have conveyed itself to the President's perceptions.

Board of Education Resigns—The application of the pruning knife to the work of the State board of education and an increased degree of supervision over its finances by the Governor and council led to the resignation from the board of its chairman, General Frank S. Streeter, and three of his associates, Thomas W. Fry of Claremont, Ralph D. Paine of Durham, and John C. Hutchins of Stratford.

A new board of education was appointed by Governor Albert O. Brown and for the chairmanship he selected Huntley N. Spaulding of Rochester, who had been food administrator during the war. The other members were Mrs. Alice S. Harriman of Laconia, who had been president of the New Hampshire Federation of Women's Clubs, and Orton B. Brown, manufacturer, of the Brown Company in Berlin, and Merrill Mason of Marlborough, a farmer and former member of the Legislature. This new board soon restored harmony and coöperation among the school authorities and was able to operate on reduced appropriations granted by the Legislature.

United States District Court—George Franklin Morris of Lancaster, became, in January, 1922, judge of the United States District Court for the district of New Hampshire, seventh in the line of that honorable and distinguished succession, the office having but four occupants between 1804 and 1921. The first judge, appointed by President Washington, September 26, 1789, was General John Sullivan of Durham, hero of the Revolution, Governor, and one of the most interesting figures in the early history of New Hampshire. He was a brilliant lawyer, as well as a gallant soldier and courtly gentleman, and was attorney-general of the State before accepting the place on the bench which he filled until his death, January 23, 1795.

His successor was John Pickering of Portsmouth, whose life story is one of the tragic pages in the history of the New Hampshire bench and bar. Native of Newington, Harvard graduate, eminent lawyer, useful patriot, one of the framers of the State constitution, Chief Justice of the Supreme Court, attorney-general, he was in failing health when he received his appointment to the federal court and a few years later became insane. His removal from office, effected by the harsh expedient of his impeachment for "high crimes and misdemeanors," became not only a celebrated case, but a national political issue.

In his place was appointed John Samuel Sherburne of Portsmouth, who had been the first United States district attorney for this district. He was a preacher turned lawyer, Revolutionary soldier, legislative leader and Congressman, and served as judge until 1830. After him came Matthew Harvey, the only man who ever resigned the office of Governor of New Hampshire, which he did to accept the appointment to the federal bench. Born in Sutton, educated at Dartmouth, he was a lawyer in Hopkinton until his removal to Concord in 1850, where he died in 1866, having held office, State or federal, continuously for 52 years. His name appears in the list of our executive councilors, speakers of the House, presidents of the Senate and United States Senators, as well as those of Governors and judges.

Daniel Clark of Manchester, the next district judge, also resigned what some might consider a more important office to go upon the bench; for he was United States Senator when he accepted the judicial appointment and qualified July 27, 1866. This action, however, was not unique, like that of Governor Harvey, for in the early days of the Republic, Samuel Livermore, James Sheafe, and Nahum Parker resigned the office of United States Senator from New Hampshire, as did, somewhat later, those more famous sons of the State, Levi Woodbury and Franklin Pierce.

Judge Clark was a native of Stratham, a graduate of Dartmouth and for two years during his service in the Senate, president of that body. Upon his death in 1891 the choice of his successor fell upon Edgar Aldrich of Littleton, native of Pittsburg, graduate of the University of Michigan, speaker of the New Hampshire House, whose distinguished career as lawyer and jurist and eminent public services are still fresh in the public mind. It was his lamented death on September 15, 1921, which caused the vacancy now so well filled by the appointment of Judge Morris.

George F. Morris was born in Vershire, Vermont, April 13, 1866. For some years he was a successful school teacher, at the same time reading law, and was admitted to the bar in 1891. He practiced at Lisbon until 1906, when he removed to Lancaster. While at Lisbon he represented the town in the Legislature and constitutional convention and was for

four years solicitor of Grafton County. He had declined an appointment to the State court before accepting the judicial berth. In 1927 an attempt was made to impeach him for severity in regard to prohibition enforcement in Rhode Island, but nothing came of it.

Clerks of the Federal Court—The first clerk of the United States court was Jonathan Steele of Durham who served from the establishment of the court in 1789 to 1804. He was succeeded by Richard C. Shannon of Portsmouth, 1804 to 1814; George Washington Prescott of Portsmouth, 1814 to 1817; Payton R. Freeman of Portsmouth, 1817 to 1820; William Claggett of Portsmouth, 1820 to 1825; Samuel Cushman of Portsmouth, 1825 to 1826; Charles W. Cutter of Portsmouth, 1826 to 1841; and John L. Hayes of Portsmouth, 1841 to 1847.

The first person not a resident of Portsmouth or vicinity to hold the office was Charles H. Bartlett of Manchester who was clerk from 1847 to 1883. He was succeeded by Benjamin F. Clark of Manchester from 1883 to 1891 and then came Fremont E. Shurtleff of Concord from 1891 to 1900. Mr. Shurtleff was followed by Burns P. Hodgman, now president of the First National Bank of Concord, who was clerk of court from 1900 to 1925, and he was succeeded by Thomas F. Donnelly of Manchester who had been private secretary to Senator Moses.

Prohibition Enforcement—January 20, 1922, Professor George H. Whitcher, formerly deputy State superintendent of schools, was succeeded as federal director of prohibition law enforcement by Rev. Jonathan Snow Lewis, since 1918 State commissioner of law enforcement under the New Hampshire prohibitory statute. On the same day Ralph W. Caswell of Dover, who had been Commissioner Lewis's deputy, was promoted to fill the vacancy in the higher place. These appointments were asked for by friends of prohibition headed by the Anti-Saloon League.

Jonathan S. Lewis—Mr. Lewis was born in Boston, Massachusetts, November 14, 1864. He was pastor of the Baptist Church in Amherst from 1908 to 1918 and while holding this position was chosen to represent the town in the State Legislatures of 1915 and 1917.

At both sessions he was in the forefront of those who were fighting for the repeal of the State local option liquor law and a return to Statewide prohibition, and in 1917 he and his fellow workers were successful in bringing about this result. Several measures designed to put new "teeth" in the prohibition law accompanied the overturn of the license system and among them was the establishment of the office of commissioner of law enforcement. For this place Mr. Lewis was the unanimous choice of the temperance workers and Governor Henry W. Keyes at once gave him the appointment.

While a resident of Massachusetts Mr. Lewis was a Prohibitionist in politics, being chairman of that party's State committee, its candidate for lieutenant-governor and for secretary of State and a delegate to its national convention; but since locating in New Hampshire he has acted with the Republican party.

For almost 80 years laws prohibiting the sale of intoxicating liquor have been on the statute books of New Hampshire. Even during the decade of local option, prohibition was the law in by far the greater part of the State. While it is true that at times the people have seemed to be "for the law, but agin its enforcement," this is not today the fact.

Dartmouth College—In New Hampshire history 1922 will be remembered, among other reasons, as the year in which Dartmouth College was forced to adopt a unique and highly selective process for admission to its courses. For several years the college has been able to accept but a limited portion of the number of candidates who have applied for admission, and this pressure, far from abating, has shown every sign of increasing until an army of 5,000 boys would be marching on Hanover where accommodations for only 500 would be available.

The solution which the Dartmouth authorities have worked out for their problem is very interesting and will be watched intently by other institutions of learning in a somewhat similar predicament. It seeks to secure for its student body young men of intellectual capacity, character and promise, coming from homes of a variety of types and having a certain geographical distribution. "Lest the old traditions fail" and in order that the indefinable, but certainly existing "Dartmouth spirit" shall be handed down from generation to generation, all properly qualified sons of alumni and of Dartmouth College officers are accepted.

Naval Officer at Boston—The nomination by President Harding on February 2, 1922, of Stephen Shannon Jewett of Laconia, New Hampshire, to be naval officer of customs in customs collections district No. 4, with headquarters at Boston, Massachusetts, conformed to precedent of more than 60 years standing that this office should be filled by a distinguished political leader from the Granite State.

President Lincoln started the long line when he named for the place Amos Tuck of Exeter, Free Soil Congressman, one of the founders of the Republican party, father of New Hampshire's benefactor, Edward Tuck of Paris, France. There was a brief interregnum under President Andrew Johnson, who wanted the post for Hannibal Hamlin of Maine, but President Grant resumed the succession, not to be again interrupted, by the appointment of Walter Harriman, Civil War general and Governor of New Hampshire.

Since his day both Republicans and Democrats have held the office, with the change of administrations at Washington, but all alike have been

sons of the Granite State; Colonel Daniel Hall of Dover, like Governor Harriman, soldier, orator, and historian; Colonel Henry O. Kent of Lancaster, who shared the same distinctions; Frank D. Currier of Canaan, whose subsequent career in Congress was one of long and useful service; Charles F. Stone of Laconia, afterwards judge of the Superior Court of this State; James O. Lyford of Concord, one of the ablest and most efficient men New Hampshire public life ever has known; and John B. Nash of Conway, picturesque pleader in the political forum.

Mr. Jewett held the position only a year and resigned and was succeeded by Harry W. Spaulding who retired as postmaster of Manchester to become naval officer. The title of naval officer was changed to controller of customs. Mr. Spaulding resigned after three years and was succeeded by Dwight Hall of Dover, former chairman of the Republican State Committee.

Reuben E. Walker—Judge Reuben E. Walker of the Supreme Court died at Concord January 1, 1922. He was educated at Colby Academy and Brown University and was a law partner of Judge Robert A. Ray, with whom he coöperated in writing and publishing a volume of New Hampshire Citations. In 1901 he became justice of the Supreme Court and served until 70 years of age. He also served as solicitor of Merrimack County, Representative in the Legislature and delegate to the constitutional convention in 1902. At the time of his death he was president of the bar association.

Parker Pillsbury—A bronze bust of Parker Pillsbury, one of the foremost abolitionists, was unveiled at the New Hampshire Historical Society January 26, 1922. This bust was presented by Mr. Pillsbury's nephew, Albert E. Pillsbury, who was born in Milford, New Hampshire, and became attorney-general of Massachusetts. Parker Pillsbury lived in Concord and was associated with William Lloyd Garrison, and although educated for the ministry, he left the church for its "guilty fellowship with the slave holder." The Congregational Church summoned him to a conference to consider his expulsion, to which he replied, "I have already excommunicated you for your complicity in the sins of slavery."

David A. Taggart—David A. Taggart, former acting Governor, died at Manchester February 9, 1922. He was born in Goffstown in 1858 and educated at Manchester High School and Harvard University and studied law with Judge David Cross. He was an attorney in the firm of Taggart, Tuttle, Wyman and Stark and at the time of his death was acting president of the bar association. He was a member of the Legislature in 1883, president of the Senate in 1889, and acting Governor in that capacity and candidate for Congress on the Republican ticket in 1890.

Daniel Webster Highway—In the city of Nashua, on the boundary line between New Hampshire and Massachusetts, there were dedicated

with appropriate ceremonies, on Tuesday, May 16, 1922, two granite monuments, bearing bronze tablets which tell the world that there begins the Daniel Webster Highway.

Notable addresses were delivered by Judge Charles R. Corning of Concord, the orator of the day; Governor Albert O. Brown, representing the State of New Hampshire; and State Highway Commissioner John N. Cole of Massachusetts, representing that State in the regretted absence of Governor Channing H. Cox, New Hampshire native. Former State Senator William F. Sullivan of Nashua acted as master of ceremonies for the occasion, plans for which were made by George L. Sadler of the executive council, with the assistance of the Nashua Rotary Club. Mayor Henri A. Burque gave an address of welcome.

The new Hampshire Bar Association, at its annual meeting in 1920, passed a resolution presented by Judge Edgar Aldrich which requested its president to appoint a committee of fifteen to make known the fact that it was the sense of the association that as a tribute to a son of New Hampshire—and to the most famous expounder of the federal constitution—one of the main boulevards from the Massachusetts line to the northern boundary of the State, or as far northerly as might be deemed most appropriate, should be statutorially designated and properly marked as the Daniel Webster Highway.

In the pursuance of this resolution a committee was created, with Judge Aldrich at its head. A statute was enacted which provides that the great New Hampshire highway beginning at the Massachusetts boundary and running northerly through many cities and towns to Colebrook be given the name of Daniel Webster Highway.

Soon after this enactment, the John Swenson Granite Company of Concord proceeded, in accordance with an offer previously made, to quarry, cut, and donate to the State the two beautiful markers of New Hampshire granite.

Textile Strike of 1922—The year 1922 was marked by the greatest labor strike in the history of New Hampshire, a controversy which lasted nine months, impoverished thousands of workers, delivered a financial blow to most of the textile manufacturing plants from which they have not yet recovered and extended its influence into politics as well as all branches of industry.

The strike extended throughout New England. Its center in this State was at Manchester where the employees of Amoskeag mills were out 42 weeks.

When the strike call was sounded, 16,000 persons were employed in the mills. These 16,000 supported almost one-half of the city's 80,000 people. One-half the city suddenly found itself without its weekly pay envelope.

And yet the dispute had its brighter side. It was singularly free from disturbances, even though its neighbor cities saw outbreaks that approached municipal wars. It was without radicalism in any form. It was without internal strife, even Ben Legere and his "one big union" idea failing to find a single follower in the solid union ranks. It was mostly sane, reasonable and healthy difference of opinion.

Much of the credit for the peaceableness of the strike belongs to James Starr of Paterson, New Jersey, vice-president of the United Textile Workers of America, to which all local textile and metal trades unions owe allegiance.

Starr preached peace from the moment that he stepped from the train at the Manchester station to the moment that he announced the result of the vote on returning to work. Never ranting, always calm and collected, he won his supporters to his views at the beginning and kept them by the force of his personality.

Starr had plenty of time to prepare himself for his work in New Hampshire. Textile workers had received an inkling of the dispute that was to come when their national president, Thomas G. McMahon, visited Manchester in the latter part of January, to advise them of a wage reduction that was imminent. McMahon's predictions came true February 3, when notices were posted on bulletin boards of the mills that a cut of 20 per cent in pay and an increase from 48 to 54 hours in the working week would become effective 10 days later.

Unions immediately prepared to vote on the question of a strike, securing sanction for such a ballot from their national officers. Starr came to Manchester at once, selected his assistants and opened fire on the Amoskeag company by strengthening the union ranks with recruits from the non-union working force. The result of the secret ballot, he announced, was 99 per cent for a strike.

Thousands lined the streets about the mills the morning of February 13, the day chosen for the new wage and hours arrangement and also for the strike. The few people who had been in Manchester during its last previous strike, back in 1886, had forgotten about that two weeks' affair.

Not more than a hundred workers entered the gates. These passed their former fellow employees without trouble or violence.

But the Amoskeag and Stark companies—the latter a small organization employing only 1,600, absorbed by the larger corporation a short time later—did not propose to operate their plants with this limited force. They closed their gates, pulled down the curtains in their windows, and announced they were closed for an indefinite period.

This gave the situation a more gloomy aspect. While Manchester supports a fair number of other industries, shoe and cigar manufacturing topping the list, it is not a city of diverse interests. The mills built the

town. And they are still its principal business. Yet here was the principal business shut down.

Appreciating the situation, outsiders now took a hand in the controversy. First among these was the Manchester Ministerial Association, headed by the Rev. Herbert A. Jump, then pastor of the First Congregational Church. The association invited both sides to make its viewpoint known to its members and offered its good offices to bring about a settlement. The members heard Vice-President Starr, but received courteous refusals from the agents of the two mill organizations.

"We have nothing to say," the mill heads declared. "Our terms stand."

Taking up the work of the clergy, Mayor George E. Trudel and his aldermen next took a hand in the struggle. They were unsuccessful. So were General Robert McWade of the United States department of labor and John S. B. Davie, labor commissioner of the State of New Hampshire. The mills could offer no different terms in justice to themselves, they said. The strikers could not accept the terms offered in justice to themselves, they said.

During this time, the city was kept in a ferment of hope. Each new conciliator brought that new expectation of settlement. Each failure meant more disappointment.

Set Up Commissaries—Starr, however, did not appear disappointed. He gave his attention to each new offer, of course, but at the same time he and his assistants planned for a year-long strike if necessary. These men set up commissaries for their people, selling groceries, foodstuffs and even clothing at cost prices. They opened a restaurant. And they visited cities all through the east, to secure help from other unions for the conduct of the strike.

A Brockton, Massachusetts, bakery sent them truckloads of bread. Checks came from miners in Pennsylvania, from shoe workers in Massachusetts, from individuals and union organizations in the middle west and the south.

Among the private offers of aid came one from Mrs. Gwendolyn Glendower Evans of Brookline. Mrs. Evans not only offered assistance, she brought it to Manchester herself. And she addressed the strikers in the dual capacity of a friend and a foe—for Mrs. Evans owned stock in the Amoskeag Company while she was aiding a fight against that company.

Mrs. Evans also brought home to the strikers for the first time a personification of the opponent they were battling. The Amoskeag Company, she said, was not carrying on the fight; stockholders were not responsible for the wage cut which she declared would, nevertheless, fatten their dividends. Frederick C. Dumaine, treasurer of the company, with offices in Boston, was their enemy, she told them.

Overnight Mr. Dumaine became the butt of the strikers' attacks. He came to Manchester only once or twice during the whole course of the dispute. Nevertheless, he was the symbolic figure of the Amoskeag Company, the off-stage voice in the Manchester drama.

It was Mr. Dumaine, the strikers asserted, who was responsible for the injunction against their leaders. All attempts at settlement having apparently failed, the mills had taken their own method of dealing with the situation by opening the Coolidge plant June 5. Thousands were on hand to watch the opening and to hiss and jeer the workers who went in at the gates. There was none of the friendly spirit that had marked the first day of the strike.

The sentiment reached a head at the close of the first day's work when a few fist fights between strikers and workers resulted in several arrests. A crowd numbering several hundred followed the patrol wagon to police headquarters, demanding the release of the prisoners. Their leaders were arrested in front of the station. Five of Starr's aides entered the station and asked to see the prisoners. They were locked in the same cells with them.

Immediately the strikers turned their jeers and hisses from the workers to the police. But Starr cast himself in the role of a policeman. With his lieutenants, he stood shoulder to shoulder with police officers outside the mill gates, kept the crowds of watchers moving, and, more than that, good-natured.

And then came the injunction forbidding Starr and a number of others from playing their patrolman parts. They were ordered to keep away from the mill gates entirely, and they accepted the command with good grace, later, through their attorneys, securing a modification of the injunction to allow a small number of pickets at each entrance.

During the summer, the Amoskeag Company regularly opened a mill or department each week. Statements regarding the number at work were made by both strikers and mill officials, the two invariably conflicting. Approximately 3,000, it is believed, were employed during the late summer.

The ban upon Starr was continued still further when the parks and playgrounds commission, to whom the strikers had turned for permits to hold frequent outdoor mass meetings, decided that only residents of Manchester could speak at these meetings. Starr answered this group by appearing on the platform bearing a huge sign stating that he could not open his mouth. He received cheers ten times in volume what his talks had been given.

This ban did not affect Horace Riviere, Starr's first lieutenant, however. Riviere had been New Hampshire organizer for the United Textile Workers for some time previous to the strike and had naturally kept his place in the forefront of labor affairs when the dispute started.

Dennis Fleming, president of the Manchester Textile Council, and most familiar of the figures among the local strikers, also took a prominent part in these meetings. While he spent a large part of his time working for financial assistance for the strikers, Fleming was also a frequent speaker at their gatherings.

Tag days were also forbidden the strikers when they applied for their fourteenth permit, on the grounds that business men had protested the number of such sales. The strikers answered with a petition signed by business men to restore the tag days, but the question became lost in a maze of city hall technicalities.

Early fall saw the strike taking on a distinct political tinge. Running on a platform of a 48-hour working week, Fred H. Brown of Somersworth, mayor of one of the State's smaller textile cities, received the Democratic nomination for Governor. His Republican opponent, Windsor H. Goodnow of Keene, accepted the issue, but on the basis of a national 48-hour law.

Non-Partisan League—Local politics also hinged on the 48-hour law, practically every Democratic nominee for a place in the State Legislature pledging himself for such a measure. A "non-partisan" league, representing the labor group, sprang up overnight and stamped the Democratic candidates with its approval.

Interest in the Brown race was heightened when he announced as another plank in his platform his desire for municipal home rule. Tactics of Michael J. Healy, chief of the Manchester Police Department for more than 25 years, during the week of trouble at the Coolidge mill had brought about unfriendly references to his methods and had won Brown support in the city.

It was not surprising, therefore, when Manchester led the rest of the State in the Democratic landslide, electing a large Democratic majority in its more than two-score Representatives to the Legislature and giving Brown a lead that could not be cut down in other sections of the State.

Immediately after the election mills in other cities of the State capitulated and returned, to end their fight in the Legislature. In Manchester wages had been increased so that workers at the mill were receiving more than their pay previous to the February cut. Only the question of hours remained to be settled.

Brings About Conference—Rt. Rev. George Albert Guertin, bishop of the Roman Catholic diocese of Manchester, at this time succeeded in bringing officials of the Amoskeag Company face to face with representatives of the strikers. It was the first meeting between the two. Its result was a compromise, made by the bishop, for 51 hours weekly and a promise that there would be no discrimination against the strike leaders.

The offer was accepted by the strikers and turned down by the mill officials.

As its last move, the union board of strategy turned to the mill itself and asked for terms under which they might return. The offer was 54 hours and an announcement that those who had been most active against the company could not return to their old positions. The unions voted on the proposal and turned it down.

Then came a meeting of nine leaders of unions affiliated with the United Textile Workers and Vice-President Starr. The situation was threshed out in detail and the group passed a vote advising the Manchester strikers to return to work and carry their 48-hour battle to the Legislature. The next day the proposal was passed. This ended the Manchester strike.

Railroad Shop Strike—In the summer of 1922 there was a railroad strike in New England. On July 1 all the employees of the engine house and shops of the Boston and Maine Railroad in Concord struck. In a few days strike breakers were brought in and two or three assaults were made upon them. There was a raid on the shops by unknown parties, which resulted in some of the strike breakers being driven out of town.

Governor Brown called out two companies of the national guard, who protected the property until late in October. Then a controversy arose as to whether they were needed and another controversy as to whether the city of Concord should pay for the troops or the State of New Hampshire. During the strike the railroad claimed that everything was normal. The strikers claimed that the rolling stock was impaired to the point of danger to lives. They published lists of trains that were late and criticized the waste of railroad money in housing, feeding, and entertaining strike breakers. The strike breakers, however, stuck on the job and organized a new association for dealing with the railroad. While the strike was secondary to the great textile strike in the Amoskeag mills and other textile cities, it was nevertheless a serious factor in Concord and resulted in considerable industrial loss.

Tax Investigation—The New Hampshire Farm Bureau Federation organized a committee consisting of Robert P. Bass, former Governor; Raymond B. Stevens, former Congressman; and Frank H. Pearson, member of the Legislature from Stratham, to investigate the subject of taxation.

It was found that between 1910 and 1920 taxation in New Hampshire increased 142 per cent and the valuation in property increased 100 per cent. The average rate of taxation increased from $1.60 per $100 in valuation to $2.38. The committee recommended that a new system of taxation be adopted, under which a larger proportion of taxes should be collected from intangible securities.

Decline of Street Railways—One effect of the rapid increase in automobiles has been the decline in the street railways. The Legislature of 1919 was forced to recognize the disaster which had overtaken the Exeter, Hampton and Amesbury Street Railway by passing a special act to permit the towns of Exeter, Hampton, Hampton Falls and Seabrook to buy and operate the street railroad as a public utility. The operation of the roads during the next six years proved disastrous and finally in 1925 the road was abandoned altogether and sold for junk.

The New Hampshire street railway systems at one time operated 240 miles of railroad, representing the development of lines that were first established as horse railroads. The Manchester Horse Railroad was chartered in 1864, one of the earliest in the country. The first horse car was built by John Stevenson and was used on a road that was opened in 1851 in New York City and the first horse railroad in Boston opened in 1856.

The invention of the electric locomotive was by Moses Gerrish Farmer who was born in Boscawen and educated at Proctor Academy in Andover. In 1888 it became an established fact that electricity was to be generally employed as a motive power for street railway transportation.

The second street railway company in the United States was the Dover, Somersworth and Rochester Street Railroad, which adopted and made use of electricity as a motive power. This company received a charter in 1889 for a new electric road to Somersworth, which was opened for business August 8, 1890. This was followed by several local street railroads constructed by men who were residents of the towns in which they were located and who had in view the development of those towns and the convenience to themselves and their neighbors. They helped to build street railroads as a public welfare proposition rather than for the purpose of making money. Shares were usually sold to people who would use the road and the work of pushing these roads was done much the same as the construction of sidewalks. These railroad corporations were given all the rights and privileges they asked for and they asked for more than any other class of profit sharing corporations ever dared to. They were permitted to charge for transportation all they could get.

In 1884 the total length of horse railroads in New Hampshire was 12 miles, which was an increase over seven miles in 1880 and two miles in 1878. The gross earnings of all the horse railroads in 1885 were $47,841 and the following year $62,480, this including the railroads in Manchester, Concord, Dover, Laconia, and Lake Village, or Lakeport. They carried 881,600 passengers in 1885 and 1,105,888 in 1886.

The Dover railroad was under the management of the Dow family, Mrs. Dow being president and her husband treasurer. This road was a failure, as it did not serve the public nor earn dividends. The Dow family sold out to Massachusetts promoters who obtained, in August, 1889,

the charter for the new electric company street railroad to Somersworth referred to above, which they proceeded to consolidate. Then they disposed of the horses and cars and removed the track of the old road and finally built a new electric road.

The Manchester horse railroad was much the worse for wear. Its tracks were out of repair, its horses old and feeble, its cars dingy and dilapidated and its service fitful and unsatisfactory until General Charles Williams bought the railroad and proceeded on the theory that a railroad should spend money and then earn money.

In 1893 the Legislature ordered an investigation of street railroads and the report of the railroad commissioner at the next session was that the street railroad of the future would be an electric railroad. In 1896 there were seven street railroads with an aggregate of 60 miles of track. They were capitalized at $1,358,500 and their earnings were $282,000 a year. The Legislature of 1899 granted eight additional charters and a number of charters previously granted but not used were kept alive. The Boston and Maine Railroad took out a charter and built a road paralleling its own tracks from Concord to Manchester. In 1902 the Lovell system was established.

Mr. Lovell, agent of the New Hampshire Traction Company, got control of the Exeter, Hampton and Amesbury in Amesbury and Hampton, the Haverhill, Plaistow and Newton, the Haverhill and Plaistow, the Seabrook and Hampton Beach, the Dover, Somersworth and Rochester, the Portsmouth and Exeter, the Hudson, Pelham and Salem, the Lawrence and Methuen, the Haverhill and Southern New Hampshire, and the Lowell and Pelham Street Railway Companies. Reorganizations were effected. The Exeter, Hampton and Amesbury Railroad went through bankruptcy. The Portsmouth and Exeter Railroad was abandoned and its tracks torn up, and finally in 1913 the various Lovell system railroads were merged into the Massachusetts Northeastern Street Railroad company. When the depression in the street railway business came, following the World War, the Legislature passed a law exempting street railroads from taxation during the years in which they could make no money. This law of 1919 has been availed of by practically every street railroad company in the State.

The Manchester Street Railroad was first promoted by General Charles Williams and N. H. Walker was the superintendent. In recent years the managing executive has been J. Brodie Smith, who was the first superintendent of the Ben Franklin Electric Company, which began business in 1896. Later came Edwin C. Foster, who was president of the Manchester Street Railway Company and several of its subsidiaries.

The Concord Company was launched by Moses Humphrey, a former mayor. The New Hampshire Traction Company was promoted by Wallace D. Lovell, who was succeeded by Howard Abel. This company was

succeeded by the New Hampshire Electric Railways, of which David A. Belden became president. With him was associated Franklin Woodman, who became general manager in 1900. He retired in 1917 and was succeeded by Ralph D. Hood, who had been an engineer for the Lovell companies. One of the early chief engineers of the New Hampshire Traction Company was Arthur W. Dean, who left their employ to become State engineer or commissioner of highways for New Hampshire and later became State engineer of Massachusetts.

The Concord and Portsmouth companies were under the management of the Boston and Maine Railroad with John B. Grover superintendent at Concord and William E. Dowdell at Portsmouth. The Nashua company was organized in 1885 and was operated for a time by the Boston and Northern Railroad.

Influence of Strikes on Politics—One of the important achievements of Governor Albert O. Brown's administration was in keeping every State department and institution within its appropriation. The State debt was also reduced very substantially and a number of permanent improvements, including the Portsmouth Inter-State Bridge, were built without issuing the bonds which the Legislature had provided for.

In the political campaign of 1922 the Republicans endorsed Governor Brown's record of economy. The main line of division between the parties was on the 48-hour question. The Democrats declared for the immediate enactment of a State 48-hour law. The Republicans conceded the desirability of such a law, but raised the question of its practical bearing on local industries. They favored the national 48-hour law and advocated an investigating committee to look into the question of State conditions.

In the course of the campaign Judge Fred A. Jones of Lebanon had been defeated for the Republican nomination for State Senator by Rev. John W. Barker. After the primary, the question was raised as to Mr. Barker's eligibility on account of the provision in the State constitution that no person shall be Senator who has not been an inhabitant of his district for at least seven years. Mr. Barker was an Englishman who had been naturalized but two years. The case was carried to the ballot law commission, consisting of Oscar L. Young, attorney-general, and Harry F. Lake of Concord, and they decided against Mr. Barker. The question was then taken to the Supreme Court, which declared Mr. Barker ineligible. The Republican State Committee thereupon nominated Ora A. Brown of Ashland, who was subsequently elected and afterward became, in 1927, a member of the Governor's council.

State Campaign of 1922—In 1922 the Republican party suffered a disastrous defeat as a result of the textile strike which alienated many of the working people from the party in power. Windsor H. Goodnow of

Keene, who had been "runner-up" in the previous campaign, was everywhere regarded as the logical candidate of the Republican party. He had opposition, however, in the primary in September, on the part of Arthur G. Whittemore, former mayor of Dover. Mr. Goodnow won the nomination by more than two to one.

The Democratic party nominated Mayor Fred H. Brown of Somersworth who had been United States district attorney during the war. He won the nomination over two candidates who had contested for the governorship twice before—John C. Hutchins of Stratford, and Albert W. Noone of Peterborough.

Congressman Sherman E. Burroughs of Manchester announced in July that he intended to retire from Congress. Soon after the announcement, and before his term expired, the Congressman was stricken in Washington with pneumonia and died. To succeed him the Republicans nominated John Scammon of Exeter, former president of the State Senate and the Democrats named William N. Rogers, member of the Legislature from Wakefield.

The vote for Governor at the primary election was:

Total Republican vote	33,109
Total Democratic vote	17,382
STATE TICKET—REPUBLICAN.	
For Governor:	
Windsor H. Goodnow of Keene	20,314
Arthur G. Whittemore of Dover	8,151
Total vote	28,465
Majority for Goodnow	12,263
STATE TICKET—DEMOCRATIC.	
For Governor:	
Fred H. Brown of Somersworth	7,954
John C. Hutchins of Stratford	6,215
Albert W. Noone of Peterborough	2,066
Total vote	16,235
Plurality for Brown	1,739

The Republican State Convention met at Concord September 26 under the chairmanship of Judge Chester B. Jordan of Keene, a son of Governor Chester B. Jordan. The platform ignored the 48-hour issue except to recommend a national 48-hour work week. Dwight Hall of Dover was reëlected chairman of the State committee.

The Democratic convention met the same day in the same city with Major Robert C. Murchie of Concord as chairman. The platform came out for a 48-hour law and at the last minute Fred Brown secured the insertion of a plank demanding the repeal of the poll tax on women. Robert Jackson was reëlected chairman of the State committee.

The campaign was a disastrous one for the Republicans. Fred Brown and "Bill" Rogers stumped the State and between the 48-hour plank and the women's poll tax they put the Republican party on the defensive.

Apathy in the G. O. P. camp was the cause of 30,000 Republicans staying away from the polls altogether. The result of the election was a Democratic sweep, carrying with it the control of the House of Representatives for the first time since 1913. The vote was:

For Governor:	
Fred H. Brown of Somersworth, *D*	70,160
Windsor H. Goodnow of Keene, *R*	61,526
Total vote	131,686
Majority for Brown	8,634
For Member of Congress:	
First District:	
William N. Rogers of Wakefield, *D*	36,793
John Scammon of Exeter, *R*	30,694
Total vote	67,487
Majority for Rogers	6,099
Second District:	
Edward H. Wason of Nashua, *R*	31,570
William H. Barry of Nashua, *D*	27,980
Total vote	59,550
Majority for Wason	3,590

Democratic Overturn of 1922—The election of November 7 developed into the most pronounced political overturn New Hampshire saw in 50 years. The Democratic victory of 1912 was due to a split in the Republican party. In 1922 there was no split. Nevertheless, the Democrats elected the Governor, a Congressman, and a majority of the House of Representatives. The executive council was Republican by four to one and the Senate by 16 to 8. Although the Democrats cast a majority of the votes for councilors and senators, the Republicans controlled these bodies through the make-up of the districts which were gerrymandered in 1915. The cause of the overturn was the textile strike, the unpopular poll tax on women, which the Democrats promised to abolish but did not, the discontent in the cities affected by the railroad and paper strikes, all of which went Democratic without reference to previous politics, and the disgust of thousands of Republicans with the management of their campaign.

When the Legislature met, William J. Ahern of Concord, the veteran Democratic floor leader, was elected speaker and the floor leaders were Nathaniel E. Martin and Raymond B. Stevens of Landaff. Governor Fred H. Brown was not able to sign any of the Democratic legislation because the Republican Senate killed the bills as fast as they came in, and he could not make any partisan appointments because his council was Republican.

The joint convention of the Legislature was Democratic and elected Enos K. Sawyer, who had been defeated for the Governor's council, as secretary of State and George E. Farrand as State treasurer.

GOVERNOR FRED H. BROWN

CHAPTER XXXIX.

ADMINISTRATIONS OF GOVERNORS FRED H. BROWN, 1923-1925, AND JOHN G. WINANT, 1925-27.

Administration of Governor Fred H. Brown, 1923-25—Legislature of 1923—Battle for 48-Hour Bill—Women's Poll Tax—Inheritance Tax—Constitutional Convention of 1923—Canaan Fire—Coolidge Succeeds Harding—Railroad Service—Hydro-Electric Development—Storage Reservoirs—Memorial Bridge—Spanish War Anniversary—Ter-Centenary Celebration—State Debt Paid Off—James O. Lyford—Gordon Woodbury—Presidential Elections of 1924—Administration of Governor John G. Winant, 1925-27—Legislature of 1925—Child Labor Constitutional Amendment—Winant's Policies—State Publicity Campaign—Highway Survey—Gillis Murder—First Air Mail—Experiment in Public Operation of Street Railroads—Municipal Physicians—New England Council Established—Report on New Hampshire Conditions.

Fred H. Brown—Fred H. Brown, who was Governor in 1923 and 1924, was the first Democratic executive since Governor Felker ten years before. By a coincidence, he succeeded a Governor by the same name, although of the opposite political faith. Fred Brown was born in Ossipee in 1879, a son of Dana J. Brown, one of the foremost citizens of Carroll County. He was educated at Dow Academy in Franconia, at Dartmouth College, and Boston University Law School. At Dartmouth, he was a college mate of Channing H. Cox, who was Governor of Massachusetts and who also was a New Hampshire native.

He practiced law in Somersworth and for ten consecutive terms prior to his election as Governor he had been chosen mayor of that city. In 1912, he was one of the presidential electors who voted for Wilson and Marshall, and in 1914, President Wilson appointed him United States District Attorney, a position which he filled for eight years.

As a young man, he was a baseball player and is said to have been the best all-round player at Dartmouth College in the last 30 years. He was a catcher, pitcher, and heavy hitter, and after graduating from college, played professional ball with the Boston Club of the National League. In a famous game between Somersworth and Dover, Fred Brown pitched for Somersworth and struck out 15 men, and his team won by the score of four to nothing. Two of these runs he scored himself with a three-base hit. At Dartmouth his batting average was above 400.

During labor troubles at Somersworth he took a firm stand as mayor in favor of law and order, and during the war, as district attorney, he came into prominence for common-sense enforcement of war regulations.

His election to the Governorship by a Democratic majority of 8,600, compared with the previous Republican victory of 31,000, where the total vote was only 131,000, represented the greatest political overturn of any State in the country.

Legislature of 1923—The textile strike, after lasting for nine months, came to an end soon after election and the fight for a 48-hour law was transferred to the State Legislature The Legislature was composed of 24 Senators, who were 16 to 8 Republican, and 417 Representatives who were divided into 196 Republicans and 221 Democrats.

Wesley Adams of Londonderry was elected president of the Senate. In the Republican caucus, he defeated Benjamin H. Orr of Concord. Senator Adams was master of the State Grange from 1913 to 1917 and was a practical farmer. William J. Ahern was elected speaker of the House of Representatives in which he had been Democratic floor leader most of the time for 14 years. He was the senior member of the House in years of service.

Among the prominent members of this Legislature were James O. Lyford, chairman of the State Bank Commission; Nathaniel E. Martin, who had been the Democratic candidate for Governor four years before; William H. Barry of Nashua, who on the same day was elected to the Legislature and defeated as a candidate for Congress; Charles W. Tobey; Rev. Ora W. Craig, who afterwards became Prohibition Commissioner; Harry M. Cheney of Concord; and Samuel E. Lovejoy of Milford, who afterwards became a member of the Governor's council.

The bill to establish a 48-hour work week was introduced by Mr. Barry as House Bill No. 1. The State Grange went on record against the bill by adopting a resolution at their annual convention in 1923 condemning the principles of the 48-hour law. The farmers claimed it would be impossible to keep help on the farm at 60 hours a week when work could be found in the city at 48 hours. The manufacturing and business interests also opposed the measure, led by the Manufacturers' Association representing 330 New Hampshire industries. Eaton D. Sargent, mayor of Nashua, was president of the association. The labor unions and industrial workers favored the bill. Governor Brown delivered his inaugural address before the first Democratic House in 68 years. He made 10 recommendations, including the 48-hour law, home rule, the gasoline tax, abolition of women's poll tax, and economy in State expenditures. A thunder of applause, stamping feet and cheers greeted his declaration for the 48-hour law.

Forty-Eight Hour Battle—The Republican platform of 1922 called for a fact finding commission which should investigate the effects of a 48-hour law for women and children upon the agricultural and manufacturing interests of the State. Following that line of procedure while the

48-hour bill was still in the hands of the committee on labor, ex-Governor Robert P. Bass, who was himself a 48-hour man, introduced a measure in the House for the creation of such a commission which should make its report to the Legislature before it finally considered the bill. Raymond B. Stevens, the Democratic floor leader in the House of Representatives, recognizing the right of the Republicans who controlled the Senate to follow this course, spoke in favor of this measure and in the course of his address stated that he realized that a great many people throughout the State of all parties were extremely doubtful as to the wisdom of a 48-hour law, and that it was only fair to them as well as to the Republican Senate to follow this course. He further declared that if such a commission reported favorably on the bill the Republicans themselves would be obliged to support the measure in order to carry out their platform pledge, but that if such a commission was denied them they would be justified in their vote against it. His words, however, were not heeded. It was quite evident that the Democratic High Command were unwilling to coöperate with the Republican Senate in securing a measure which throughout their campaign they had claimed was essential to the working people of the State, for fear that the Republicans might derive a share of the glory attached and that they much preferred to force the Republicans into a position of obstruction and to keep their bill for use in another campaign.

Mr. Bass's resolution for a fact finding commission was supported by 113 Republicans and 16 Democrats, and was opposed by 114 Democrats and 10 Republicans. Among those who participated in debates in the Legislature were Raymond B. Stevens, Robert P. Bass, George H. Duncan, George H. Wood of Portsmouth, Alfred O. Mortensen of Gorham, William E. Price of Lisbon, John G. Winant of Concord, Fortunat Normandin of Laconia, and Ezra M. Smith of Peterboro, the oldest member of the Legislature.

On February 14th the much talked about 48-hour week measure for women and children passed the House by a vote of 288 to 163. Twenty-eight Republicans joined the Democrats in support of this bill, while 18 Democrats took sides with the Republicans in voting "No." The bill then came before the Senate. Many were the queries; many the prophecies as to what this body would do. But when on February 28th the bill was defeated by a vote of ten to twelve no one was at all surprised. It was expected from the beginning, and it is exactly what most people foresaw when the Democratic House majority refused to coöperate with the Republican Senate by accepting the fact finding commission plan introduced by Mr. Bass.

A new fact finding commission was introduced on the 48-hour question by Herrick Aiken of Franklin. It was defeated by 82 to 156. The

Republican Senate then passed the fact finding resolution providing for a commission of five persons appointed by the Supreme Court, which was killed by the Democratic House.

Tax Reform Program—The Democratic administration came into power pledged to tax reform. It was also committed to a reduction in State expenses and in taxes on real estate. The new Governor and the Democratic party were, in addition, pledged to a repeal of the poll taxes on women.

When the time came for the administration leaders to get down to business and convert their campaign promises into concrete legislation, some difficulties rapidly presented themselves. It was easier to reduce taxes out on the stump in a political campaign than it was after the inauguration, when money is needed to maintain the government.

The administration started off with the introduction of a bill to repeal the women's poll tax. This was presented by Mrs. Gertrude Caldwell, a woman Democrat from Portsmouth. This repeal would have cut the State's income by about $500,000 a year, and the State had bonds maturing in the immediate future supposed to be paid out of the poll tax receipts. They were bonds issued to pay the soldiers' State bonus of $100.

The problem then presented itself as to how this $500,000 should be made up and, in addition, how should more money be raised so that direct State tax could be substantially reduced. The State tax was then 100 per cent above normal. It was not supposed to bring it back to the pre-war figure, but to make a beginning in that direction.

The administration leaders tackled this situation and presented the Legislature three tax bills designed to do the trick. The first bill provided that the taxes on railroads for the most part, collected by the State and distributed among the cities and towns, should hereafter be retained entirely by the State. This would take $125,000 a year away from the cities and towns and give it into the general revenue of the State.

The second bill would tax every gallon of gasoline one cent. The third bill would double the inheritance taxes.

The amount of the gasoline tax was difficult to estimate but would be in the neighborhood of $300,000 a year. But in the same bill levying the gasoline tax was a provision for a reduction in the registration fees on low-priced and light weight automobiles, so that part of the money raised out of gasoline would be lost in registration fees.

The House voted to abolish the women's poll tax and passed the home rule bill providing for the abolition of all police commissions appointed by the Governor and putting in their place commissioners elected by the people. These bills were killed by the Republican Senate, as were all the other Democratic partisan measures.

Poll Taxes—The House committee on ways and means brought in a minority report in favor of reducing the women's poll tax from five to two dollars and the men's poll tax from five to three dollars, which would furnish relief both to individual women and families, but at the same time would recognize the Republican principle that every citizen should pay a poll tax. Another prominent Democrat, John C. Hutchins, once his party's nominee for Governor, recognized the justice of this, and in his speech stated that he would never vote to class women with Indians, idiots, and imbeciles. The Democratic leaders knew that if they refused this compromise the Republican Senate would defeat the bill and that the women in New Hampshire would pay their five dollar tax two years longer.

The amount of the inheritance taxes was about $500,000 a year and the 100 per cent increase would bring in an additional $500,000. Taken altogether, it was estimated that the three new tax bills would raise in the vicinity of $800,000 net and this would offset the loss of $500,000 in women's poll taxes and leave a small balance for a reduction in the direct State tax.

While the railroad taxes and inheritance taxes could be dumped into the State treasury for expenditure on any purpose, it was provided that the gasoline tax should be applied to highway maintenance. Indirectly the tax had the same effect as in the other two instances, because an increase in the highway revenue makes it unnecessary, by that amount, for the Legislature to appropriate out of the general fund for highway upkeep purposes.

There was some question about the constitutionality of the graduated inheritance tax law. In 1920 the constitutional convention submitted an inheritance tax amendment which the people refused to ratify. A test case on constitutionality was going through the mill. If the courts should declare the law unconstitutional on account of the graduated feature or for any other reason, the administration's proposed law would not only be thrown out, but there would be an additional loss of the $500,000 a year that was then coming in, not to mention the possibility that some legatees who had already paid the tax might try to get their money back.

The constitution says that all taxes shall be "reasonable and proportional." The word "proportional" is the fly in the ointment. If the word "proportional" could be stricken out, the tax reformers would take a chance on the word "reasonable."

Inheritance Taxes Complicated—Inheritance taxation has always been a complicated and difficult proposition in New Hampshire because the State constitution provides that taxes shall be "proportional" and it has been found impossible to remove this "rule of proportion" from the con-

stitution because the people have refused to ratify constitutional amendments which aimed to do this.

The New Hampshire constitution, which has been in effect since 1784, gave the Legislature power to levy "proportional and reasonable" taxes. The principal difference between the original constitution of this State and that of Massachusetts, as regards taxation, was that in Massachusetts the Legislature was given authority to levy excise taxes and in New Hampshire no such authority was given.

Trouble over this matter came up in 1878 when the Legislature tried to tax the express companies an annual license fee for the privilege of doing business and also levied an inheritance tax of one per cent from which husbands, wives and children were to be exempt. Both these laws were thrown out as unconstitutional. In the case of the express company tax, the court said that it was an excise tax and the fact that New Hampshire's constitution did not copy the Massachusetts provision which gave the Legislature power to levy an excise tax indicated that the makers of the New Hampshire constitution did not want any excise tax levied.

The reason the inheritance tax law was thrown out at that time was because it was not a direct tax upon property assessed according to the rule of proportion and the Legislature had no right to tax inheritances and then vote an exemption to husbands, wives and children.

Amendment of 1903—In order to give the Legislature the right to tax inheritances, which was denied to it under the constitution as adopted in 1784, an amendment to the constitution was adopted in 1903 which is known as the inheritance tax amendment. This amendment provided in general terms for the taxation of "franchises and property when passing by will or inheritance."

Immediately the Legislature, in 1905, levied an inheritance tax of five per cent on collateral heirs and exempted from the tax husbands, wives and children (including grandchildren). This tax was constitutional because the constitutional amendment had given the Legislature the power to tax inheritances and in doing this, the Legislature had a right to disregard, so far as was necessary, the "rule of proportion."

This law of 1905 was sound law, but the rate of five per cent was so small and the exemptions for husbands, wives and children relieved so many inheritances from any tax whatever, that the revenue to the State from the levy of this tax amounted to only $160,000 a year.

In order to raise more money, the Legislature of 1911 tried to levy a tax on direct heirs which would be in addition to the tax on collateral heirs, and this tax on direct heirs, such as husbands, wives and children, was to have graduated rates whereas the collateral tax was a flat rate of five per cent upon everybody.

This attempt in 1911 was not successful. While the bill was being considered, the justices of the Supreme Court gave an opinion that the Legislature had a right to tax one class of heirs at a different rate than it taxed another class and that distinctions could be made between heirs more or less remote from the original owner of the property. But no decision was made as to whether the Legislature could tax a large inheritance at a higher rate than it does a small inheritance.

New Taxes Levied in 1919—The proposed law which was not enacted in 1911 was, however, placed upon the statutes in 1919 and from 1919 until 1923 this levy was imposed and no attack was made upon its constitutionality. The tax produced $500,000 a year which, like the $160,000 a year taxes upon collateral heirs, went into the general receipts of the treasury.

In 1923 it was proposed to get more revenue by increasing the rates and to make the tax rates upon collateral heirs graduated instead of five per cent flat. The court said this would not be constitutional. The reason given was that an inheritance tax is a property tax and like other taxes on property, it must follow the "rule of proportion." The scheme of graduated rates, making the rich pay more in proportion than the poor, would be disproportionate and therefore a violation of the constitution.

This opinion cast doubts upon the act of 1919, levying taxes upon direct heirs at graduated rates, being constitutional and in order to protect this source of revenue, the Legislature of 1923 immediately changed the act of 1919 so that instead of graduated rates, there should be a flat rate of taxation upon the inheritances of all direct heirs the same as there is upon collateral heirs.

Constitutional Amendment Lost—This was the situation which led to the reconvention in 1923 of the constitutional convention of 1918, an account of which has been given in the previous chapter. While the Legislature met, the convention also met and resubmitted the tax reform amendment. The amendment was rejected by the people at the March elections and then the Legislature had to get along under the constitution as it was.

The gasoline tax was put through under the guise of an old-fashioned "road toll." The tax was made one cent, then raised to two cents and on May 1, 1927, it was raised to three cents a gallon.

The inheritance tax was thrown out by the supreme court and not only was the revenue cut off, but during the subsequent Winant administration in 1925-26, the State had to refund over $900,000 of taxes collected under this illegal tax. This refund wiped out the treasury surplus which the Fred Brown administration accumulated when it completed its course.

Decrease in Inheritance Tax—The latest decision of the court is that an inheritance tax in New Hampshire is a privilege tax levied upon the right of inheritance but like a property tax, it must conform to the "rule of proportion."

Following the collapse of the tax on the graduated basis, State revenue from inheritance taxes declined until, for the year 1926, it amounted to only $290,000 revenue from legacy taxes and $44,000 from transfer taxes. The collection of the tax and administration of inheritance tax laws in this State is under the supervision of the assistant attorney general. Joseph S. Matthews, now justice of the Superior Court, always held this position until 1926 when he was promoted to the court and his place was taken by Mayland H. Morse of Berlin.

When the proposed amendment to the State constitution had been rejected by the people in 1923, the Legislature secured an opinion from the Supreme Court on the subject of taxation. The State tax was reduced from $1,500,000 to $1,150,000, and all appropriation measures of an extraordinary nature were defeated except one of $400,000 for new construction at the State hospital. The name of the New Hampshire College of Agriculture and the Mechanic Arts at Durham was changed to the University of New Hampshire.

While the Legislature was in session, Charles M. Floyd, former Governor, and then chairman of the State Tax Commission, died in Manchester, and Edwin C. Bean, former secretary of State, was appointed by the Supreme Court to take his place. Oscar L. Young, the Republican attorney general, was replaced by Irving A. Hinkley of Lancaster, Democrat, one of the youngest men who ever held that position. The Legislature adjourned on May 5, after a session of 122 days. Governor Brown refused at the finish to sign an appropriation of $225,000 for a new dormitory at the Keene Normal School. John J. Donahue, Republican State insurance commissioner, died and was succeeded by John E. Sullivan, Democratic postmaster at Somersworth, and a personal friend of Governor Brown.

Canaan Fire—In June, 1923, the village of Canaan was practically destroyed by fire. Children playing with matches in a hay barn started the conflagration which practically wiped out the business district. Disastrous fires also took place in the Pemigewasset Valley. On August 2, the beautiful Profile House in Franconia Notch, with its colony of cottages, were burned to the ground and 300 guests, including Governor Channing H. Cox of Massachusetts, were fortunate in escaping with their lives. This institution had been a source of pride to New Hampshire since 1852. The next morning the Mount Livermore House at Squam Lake burned.

Coolidge Succeeds Harding—In August, President Warren G. Harding died and was succeeded by Vice-President Calvin Coolidge of Ver-

mont. Governor Brown issued a proclamation on the death of President Harding and there was public mourning throughout the State.

At the end of the fiscal year of 1923, it was announced that the State debt had been reduced from $944,000 to $181,000, and that the deposits in 66 savings institutions had increased from $150,000,000 to $162,000,000.

Railroad Service—During the fall of 1922 and winter of 1923 railroad trains ran irregularly, embargoes were frequent, car service was poor, locomotives and equipment were out of repair, and the service in general was inadequate and unsatisfactory. But as the effects of the shopmen's strike, and the handicap encountered in obtaining a sufficient supply of coal for locomotives, wore off, the service gradually improved until the service rendered by the railroads at the end of the period under consideration was better than it has been since the World War. The running schedule of trains was being maintained properly, there was no shortage of cars, and the equipment was in good condition. Moreover, the operating ratio has been materially reduced, principally through a reduction of fuel and other transportation costs, so that the Boston & Maine Railroad was showing some net earnings.

Hydro-Electric Power—Marked interest was shown throughout New Hampshire in the development of hydro-electric power as part of the super-power project for the Atlantic seaboard. An important unit in this project was the water power development at New Hampton by the Public Utilities Power Company.

The dam at New Hampton is said by engineers to be a small edition of that at Muscle Shoals. The head of water is 50 feet which can be increased to 55 feet by the use of flashboards. The penstocks are nine feet in diameter and each of the turbine engines has a calculated output of 3,200 kilowatts an hour. The power station is as nearly automatic in its operation as any that has so far been constructed in this country. Whenever a heavy load is imposed by the sudden operation of electrical equipment dependent on this station, the opening of the turbines for increased production and distribution is immediate and automatic.

Eighty-three thousand tons of coal is saved by the new construction, according to an estimate which figures each horse power per hour developed at four pounds of soft coal. The company which has built this plant is different from all other power companies in New Hampshire in that its business is exclusively the wholesale merchandising of power.

The distribution equipment is entirely modern, every pole being of steel construction and wherever long spans are required, the company has constructed steel towers to hold the wires up. The policy of the company has been to pioneer in the erection of a plant which is complete but years ahead of present needs. It is regarded locally as one of the most important links in the super-power project.

Storage Reservoirs—Emphasizing the value of storage reservoirs, where water for the development of power unused in flood seasons may be held in reserve for the time of need, a special report of the State committee on water power gave a total developed storage capacity in New Hampshire of 55,161,000 cubic feet, more than one-fourth of which is in the Merrimack Valley. There are relatively large storage possibilities on the Suncook and Contoocook rivers and at Squam Lake.

While calling attention to the value of these potential or partially developed reservoirs, the power commission finds it obvious that "the recreation uses of our lakes should not be substantially interfered with by the increased development of storage resources."

It was not until after the coming of the railroad that there was any important use of the steam engine in New Hampshire. Though as early as 1823, there were in this State 28 cotton mills, 18 woolen manufactories, 22 distilleries, 20 oil mills, 193 bark mills, 304 tanneries, 12 paper mills and 54 trip hammers, all power was furnished by the water wheel. Methods were wasteful and continued to be so for many years, and for this reason the steam engine forced into the discard many of the small water power plants.

In more recent times there has been a constantly increasing use of electrical power, while coal and other fuels have greatly advanced in price. All this has led to the discussion of super-power projects and actual consolidations of central power stations. In New England this policy of pooling power has been in vast measure undertaken by consolidations of private capital whose centers of control lie beyond New England boundaries. The commission said:

> At present the public service commission has no control over holding companies or over the price they pay for stocks or other property they buy or capital which they raise. If these prices or their capital structures are inflated, their credit will be impaired, unless rates to consumers are too high. In either case the consumer will suffer, either from higher rates or poorer service.
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> There is one other possibility, namely that the savings effected by unification, modern inventions and a fuller use of water power, may be sufficient to pay returns on inflated valuations even without increasing rates. These are big questions which vitally affect the growth and prosperity of our industries and agriculture. They are problems which the State should face squarely and in regard to which the State should have a carefully considered, far-sighted and fair-minded policy. Such a policy should encourage rather than hamper legitimate development. On the other hand, it must afford effective protection to the entire consuming and investigating public.
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> The policy of New Hampshire in respect to export of power is covered by statutes which provide in substance that no corporation shall export electric energy generated by water power without the approval of the public service commission.

The importance of electricity for light and power on the farms of the State received consideration in the report. The problem, it is admitted, presents many difficulties but it is stated that "it deserves particular

attention in its relation to the urgent task of rehabilitating our small towns and as a contributing element to the increased production of food in New England."

Memorial Bridge Opened, 1923—By act of the Legislature, approved March 27, 1919, the State of New Hampshire was authorized to join with the State of Maine and the United States Government for the joint construction of a memorial bridge over the Piscataqua River, and $500,000 was appropriated as New Hampshire's portion of the cost, the bridge to be known as a memorial bridge to the sailors and soldiers of the States of New Hampshire and Maine who participated in the World War.

Under this act a joint building commission consisting of the secretary of the navy, representing the United States, and the Governors of New Hampshire and Maine, provided for the construction of the bridge. This commission appointed as a board of engineers, Ernest H. Brownell, representing the United States government, Walter H. Norris, representing the State of Maine, and William A. Grover, representing the State of New Hampshire.

The Governor and council of New Hampshire appointed a committee, consisting of Arthur G. Whittemore of Dover, chairman, Major Orville E. Cain of Keene, Major Reginald C. Stevenson of Exeter, William D. Swart of Nashua, and Captain Frederick R. Hoyt of Portsmouth, to select and place upon the New Hampshire end of the bridge a tablet memorial to the sailors and soldiers of the State of New Hampshire.

The contract for the construction of the bridge was signed in December, 1920, and the bridge was opened to public travel on August 17, 1923. The memorial tablet was placed in position on August 4, 1924.

Spanish War Anniversary—One of the few fine days in May, 1923, was assigned by the weather man to the 25th anniversary celebration, on the 17th, of the departure from New Hampshire for Chickamauga of the 1st New Hampshire Regiment of Volunteers for the War with Spain. A surprisingly large number of survivors of the regiment came to the capital on that day, for a parade, banquet, business meeting of the department of New Hampshire, U. S. W. V., public exercises in Representatives' Hall at the State House and other features. From a stand erected on the State House plaza the parade was reviewed by Governor Brown, attended by his staff and council, and Mayor Chamberlin, accompanied by the board of aldermen. The most impressive moment of the day came when the veterans massed behind their standards before the stand and renewed the oath of allegiance which they took a quarter of a century ago.

Ter-Centenary Celebration—Celebration of the 300th anniversary of the settlement of New Hampshire was observed in 1923 by the New Hampshire Ter-centenary Commission, which held appropriate exercises

during Old Home Week in August. The fete opened at Portsmouth, where the first settlement was made. On the second day of the celebration there were exercises at Dover, where the first permanent settlement was made, and on the third day observances at the State capitol at Concord.

The exercises at Portsmouth included a pageant of 500 persons. The pageant in the two places of original settlement included a representation of the movement by water of the first settlers from the Atlantic Ocean at Portsmouth Harbor up the Piscataqua River to Dover. The active participants in the celebration were people of Portsmouth, Dover, and surrounding towns. The State commission consisted of Governor Fred H. Brown, Henry H. Metcalf, Senator Arthur G. Whittemore, former Senator Charles S. Emerson, Representative Harry T. Lord and J. Winslow Pierce.

A number of towns that had not before observed Old Home Week made liberal appropriations, among them being Charlestown, Whitefield, Milford and Stratford. Stratford celebrated its own 150th anniversary, and dedicated a memorial to its soldiers in the various wars of the Nation. Northwood celebrated its 150th anniversary. The State of New Hampshire never before celebrated an anniversary of its settlement.

State Debt Liquidated, 1924—An outstanding achievement of Fred Brown's administration was the liquidation of the State debt. For the first time since the Civil War the State had a surplus instead of a debt in the treasury, this condition prevailing in 1924 and 1925.

The high water mark for the State debt was in 1872, when it stood at $4,138,124. This consisted of three series of war bonds issued during the Civil War amounting to $2,025,000 and the assumption by the State of the municipal war loan bonds amounting to $2,206,000.

These war loans were rapidly paid off and were succeeded by a number of loans for highway and institutional construction. Altogether $6,991,000 worth of bonds were issued. The principal issues were two refunding loans in 1873 and 1879 which amounted to $500,000 each; two library loans in 1892 and 1893 amounting to $250,000; the State college loan of 1893 amounting to $135,000 paid for the removal of the college from Hanover to Durham; three loans for the construction of the State hospital in 1905, 1907 and 1909 amounting to $435,000, and three highway loans in 1910, 1911 and 1912 amounting to $750,000.

By 1916 this debt had been reduced to $1,068,000. Then came the World War with a rapid increase from that amount to $3,040,000 in 1920.

This new war debt was entirely liquidated in four years, most of it under the administration of Governor Albert O. Brown and the balance under Governor Fred H. Brown. In 1924 there was a surplus of $698,000. This was wiped out by the repayment of the inheritance taxes under

Governor Winant's administration and at the end of the year 1926 the debt was $464,000.

In 1919 the State adopted a pay-as-you-go policy for public improvements, which it maintained until 1927. Under this policy nearly all the State bonds were paid off and no new ones were issued.

On July 1, 1927, the only bonds outstanding were $85,000 of the State hospital loan due in 1929 and $500,000 of the war loan of 1918, which was due in installments between 1930 and 1936. Several new bond issues were authorized by the Legislature of 1927.

James O. Lyford—James Otis Lyford, chairman of the New Hampshire State bank commission, died at his home in Concord September 19, 1924. Born in Boston June 28, 1853, his ancestry was of New Hampshire lineage from Revolutionary times. He was educated in the public schools of Boston and at Tilton Seminary, now Tilton School, of which he was for many years a trustee.

Entering public life as a delegate to the constitutional convention of 1876, he served subsequently in those of 1902, 1912 and 1918. From 1877 to 1879 he was editor of the "People" newspaper at Concord.

In 1887 he was made chairman of the State bank commission and served in that capacity until 1895. In 1915 he returned to that post at the request of Governor Rolland H. Spaulding and held it until his death. From 1896 to 1898 he was auditor of the city of Concord and from 1898 to 1913 he was naval officer of customs of the district of Boston and Charlestown, Massachusetts. In 1914 and 1915 he was editorial writer for the Nashua "Telegraph" and secretary of the Concord Board of Trade. At the legislative sessions of 1893, 1895, 1897, 1915 and 1923 he was a leader of the House of Representatives. In 1896 he was secretary of the Republican State Committee.

Gordon Woodbury—Gordon Woodbury of Bedford, former assistant secretary of the navy, died suddenly in Manchester June 17, 1924.

Mr. Woodbury was one of the most distinguished citizens of New Hampshire and a scion of one of the most illustrious families in America. He was 61 years old, a native of New York City, and a direct descendant of Matthew Thornton, who signed the Declaration of Independence.

Mr. Woodbury was graduated from Phillips Exeter Academy, Harvard College and Columbia Law School. He was admitted to the bar but practiced little, his time being occupied in the management of his family estate which was one of the most extensive.

For thirty-five years he was prominent in the Democratic party, and was a delegate to the national convention in 1896 and again in 1920. He also served with distinction in the House of Representatives.

Mr. Woodbury's highest public honor, however, came in his appointment in the Wilson administration to be assistant secretary of the navy.

During the war Mr. Woodbury worked for the Red Cross in England and France and received honors from both of those governments.

Winter Carnivals in Vogue—No one knows accurately just when snow was first discovered in New Hampshire but it was not until the close of the nineteenth century that sons of the Granite State first realized that there was something worth while in the White Mountains even after the birds had taken their southward flight borne on the first winds of autumn. Despite the fact that a few half-hearted and very primitive winter carnivals were held in our capital city during the winters of 1895 and 1896, the credit of first opening up our winter possibilities undoubtedly belongs to the now famous Fred Harris, Dartmouth, 1899. Harris was Dartmouth's first ski jumper and winter athlete. He founded the Dartmouth Outing Club and was speedily surrounded by other students who were loath to leave him an open field in his new found sport.

From these beginnings winter sports at Hanover have grown until today they lend an individualism to Dartmouth which sets it apart from almost all of its sister institutions.

Other New Hampshire towns and cities were quick to realize the possibilities of the gold mine discovered at Hanover. Robert Gould, an enterprising hotel man of Newport, felt that the days of closed blinds and musty corridors for New Hampshire hostelries in winter were drawing to a close. Under his leadership Newport inaugurated a winter carnival which has since become a classic in that section of the State.

Presidential Campaign of 1924—When the presidential campaign opened in the spring of 1924, the Republican sentiment was strongly favorable to the renomination of President Coolidge. He was the first New Englander in the White House since Franklin Pierce of New Hampshire left in 1857.

At first it was proposed not to instruct the delegates to the national conventions. But Fred W. Estabrook, national committeeman, was in conference with the Coolidge leaders and he changed the slate from uninstructed to one instructed for Coolidge. Senator George H. Moses refused to pledge himself for Coolidge and he ran uninstructed.

Political interest in the State concentrated on the long drawn out attempt to force Moses to pledge himself to Coolidge. When National Committeeman Fred W. Estabrook, late in January, called at the secretary of State's office and transferred from unpledged to pledged a group of the delegates, leaving Moses out in the cold alone, it was assumed that the Senator would hasten to put himself in step with other party leaders. It was apparent at that time that Estabrook would not have taken such a step without direct authority from President Coolidge's campaign manager, William M. Butler, and this was borne out in February in Butler's

WINTER SPORTS, MANCHESTER

WINTER SPORTS, MANCHESTER—"BROWNIES" DIVING INTO HOLE IN THE ICE

telegram to former Governor Robert P. Bass in favor of pledged delegates.

Within a week after Estabrook's visit to Concord, Moses was issuing a pugnacious statement in Washington that "no one could jam a pledge" down his throat. This came as a shock to the Coolidge workers in Washington and in New Hampshire.

In the Democratic party, the leaders were favorable to the nomination of William G. McAdoo as the "crown prince" of the Wilson régime, he being a son-in-law of the war president. The rank and file of the Democratic party was for Governor Alfred E. Smith of New York. Governor Fred H. Brown was put forward as a favorite son candidate.

Presidential Primary Election—A presidential primary was held March 11, 1924, the Republican and Democratic parties electing delegates to the national conventions. Each party, as a result of action by their national committees, sent delegates of increased membership. The Republicans had seven delegates at large, three more than New Hampshire hitherto had been entitled to, and the Democrats had eight delegates at large, four more than the usual number. Each party sent the customary two delegates from each district.

The additional Republican delegates at large were the State's quota based upon the vote for the Presidential electors in the preceding election, and the delegates had full votes. The Democrats, however, sent eight delegates, each entitled to one-half vote in the convention.

The Republicans had contests for delegates at large and for first district delegates. The Democrats had contests for district delegates in both districts.

Total Republican vote	22,909
Total Democratic vote	10,314
REPUBLICAN PRIMARY VOTE.	
For Delegates-at-large:	
*Albert O. Brown of Manchester	16,520
*Frank H. Challis of Manchester	13,425
*Fred W. Estabrook of Nashua	16,223
*Dwight Hall of Dover	16,238
*Albert Hislop of Portsmouth	15,581
George H. Moses of Concord	11,147
*Nellie Day Parker of Berlin	15,484
*Mary L. C. Schofield of Peterborough	15,573
For Delegates, District One:	
*Sewall W. Abbott of Wolfeboro	5,329
Benjamin F. Greer of Goffstown	4,563
*Cyrus H. Little of Manchester	5,611

* Indicates election.

In the second district, Frank P. Brown of Whitefield and former Councilor Frank Huntress of Keene were elected without opposition.

The alternates elected were Perley R. Bugbee of Hanover, William J. Cater of Portsmouth, Mrs. Jessie E. Donahue of Manchester, John G.

M. Glessner of Bethlehem, former Councilor Fred S. Roberts of Laconia, Mrs. Norma C. Snow of Rochester, Judge John R. Spring of Nashua, James S. Chamberlin of Durham, Judge Arthur S. Healy of Manchester, John W. Pearson of Concord and Burtt E. Warren of Nashua.

Democratic Primary Vote—In the Democratic primary, the delegates at large elected without opposition were Major James F. Brennan of Peterborough, Ovide J. Coulombe of Berlin, State Chairman Robert Jackson of Concord, Dr. Seth W. Jones, former collector of internal revenue; National Committeeman Robert C. Murchie of Concord, Sheriff John T. O'Dowd of Manchester, Dr. Anna B. Parker of Gilmanton and ex-Congressman Raymond B. Stevens of Landaff.

In both congressional districts there were contests, which resulted as follows:

For Delegates, District One:	
Mary J. Connor of Manchester	857
Ferdinand Farley of Manchester	521
John S. Hurley of Manchester	963
*Francis Clyde Keefe of Dover	1,774
Arthur J. Rutledge of Portsmouth	618
*Lewis H. Wilkinson of Laconia	1,845
Gordon Woodbury of Bedford	1,219
For Delegates, District Two:	
Timothy A. Crowley of Nashua	1,186
Robert J. Doyle of Nashua	1,141
Orville D. Fessenden of Keene	537
*Robert E. Gould of Newport	1,628
John J. Landers of Keene	928
*Frank M. Richardson of Littleton	1,304

Republican National Convention—The Republican National Convention was held at Cleveland the second week in June, delegates and alternates elected at the presidential primary attending. Fred W. Estabrook was reëlected national committeeman and State Chairman Dwight Hall was made chairman of the delegation.

The convention nominated President Calvin Coolidge for President and Charles R. Dawes of Illinois for Vice-President. The Coolidge and Dawes electors named at the State convention were Mary L. C. Schofield of Peterborough, Annie B. Shepard of Derry, William Robinson Brown of Berlin and George A. Carpenter of Wolfeboro.

Democratic National Convention—The Democratic National Convention was held at New York the fourth week in June, continuing into the first week in July. Robert C. Murchie was reëlected National Committeeman and State Chairman Robert Jackson was made chairman of the delegation.

For the first time in more than 70 years the name of a New Hampshire man, Governor Fred H. Brown, was formally presented for a presidential nomination, and the State was advertised further when a native of New Hampshire, Edith Bennett, sang "The Star Spangled Banner" at

the opening of one of the sessions of the convention. Not entirely for these reasons, the New York convention attracted much more attention in New Hampshire than did the Republican National Convention in Cleveland, Ohio, another event of the month of June; but Republicans in general did not think this was at all a detriment to their chances of success in the State in November.

John W. Davis of West Virginia was nominated for President and Governor Charles R. Bryan of Nebraska for Vice-President. The Davis and Bryan electors named at the State convention were Frances T. Bingham of Littleton, William O. Corbin of Manchester, Albert Wellington Noone of Peterborough, and Patrick H. Sullivan of Manchester.

"Progressive" Convention—A convention of representatives of various minor political parties, labor and other organizations, was held at Cleveland on July Fourth, at which Senator Robert M. LaFollette of Wisconsin was nominated for President and Senator Burton K. Wheeler of Montana was nominated for Vice-President.

Socialists in New Hampshire, who in previous presidential elections had named tickets, joined with others in signing nomination petitions for LaFollette and Wheeler. The presidential electors named were: Lela B. Sanborn of Laconia, Edgar D. Mank of Manchester, Fred E. Sawyer of Concord and Charles A. Wheeler of Nashua. The last named was a brother of the candidate for Vice-President.

President Coolidge Reëlected—The election was a foregone conclusion, not only in New Hampshire but throughout the Nation. The defeat of Governor Smith in the Democratic convention alienated thousands of Democrats. The LaFollette ticket pulled heavily from the normal Democratic strength and these two factors combined to give President Coolidge a record breaking majority all over the country. The vote of New Hampshire was a plurality of 41,374 for Coolidge, as follows:

Coolidge and Dawes, *R*	98,575
Davis and Bryan, *D*	57,201
LaFollette and Wheeler, *P*	8,993
Total vote	164,769

State Primary of 1924—The State campaign in 1924 opened early with the announcement that Colonel Frank Knox, publisher of the Manchester "Union," would be a candidate for Governor on the Republican ticket. Colonel Knox had an enviable war record and was well known through personal acquaintance and through the prestige of the Manchester "Union." He had the support of the Republican organization.

A meeting of "Progressives" was held soon after Colonel Knox began to campaign and they agreed to put a candidate into the field in the person of Captain John G. Winant of Concord, another war veteran and the youngest man ever proposed for Governor. Captain Winant built up his

own organization to combat the Knox campaign and the contest in its final stages became an unusually bitter one.

At the outing of the Rockingham County Republican Club at Hampton Beach in August, Captain Winant made a personal attack on the Knox campaign which aroused much feeling in the Republican ranks.

The Democrats renominated Governor Fred H. Brown, the first instance of a Governor being named for a second term since the two-year term was adopted in 1879. For Senator the Republicans again named Henry W. Keyes and the Democrats drafted, at the last minute, Bank Commissioner George E. Farrand of Concord.

Congressmen William N. Rogers, Democrat, and Edward H. Wason, Republican, were again nominated. The Republicans named Fletcher Hale, State tax commissioner, to oppose Mr. Rogers and the Democrats named William H. Barry, former mayor of Nashua, to oppose Mr. Wason. The vote of the primary contests was as follows:

Total Republican vote	40,431
Total Democratic vote	11,211
STATE TICKET—REPUBLICAN.	
For Governor:	
Frank Knox, Manchester	18,092
John G. Winant, Concord	20,627
Total vote	38,719
Majority for Winant	2,535
CONGRESSIONAL TICKET—REPUBLICAN.	
First District:	
Fletcher Hale, Laconia	11,294
Fernando W. Hartford, Portsmouth	6,104
Total vote	17,398
Majority for Hale	5,190
Second District	
Edward H. Wason, Nashua	11,449
Oscar P. Cole, Berlin	4,058
Total vote	15,507
Majority for Wason	7,391

State Campaign One-Sided—Never was a campaign more one-sided than that of 1924. The Republican State Convention met at Concord September 18 with Norris H. Cotton of Warren as president. Mr. Cotton three years later became clerk of the State Senate. The platform contained a dry plank and, after a controversy, straddled on the 48-hour plank. It endorsed Winant's action in introducing a 48-hour bill into the Legislature in 1917 but did not commit the party to enact one at the 1925 Legislature.

Benjamin F. Worcester of Manchester, who was Winant's campaign manager, was elected chairman of the State committee to succeed Dwight Hall of Dover. Fred W. Estabrook was reëlected national committeeman and Mrs. Alice G. Glessner of Bethlehem was elected head of the women's organization.

The Democrats met at Concord September 29, with Raymond B. Stevens of Landaff, former Congressman, as president of the convention. The platform came out again for a 48-hour law, for the proposed child labor amendment to the constitution and for prohibition.

Robert Jackson was reëlected chairman of the State committee and his wife, Mrs. Dorothy B. Jackson, became woman member of the national committee. Robert C. Murchie of Concord was reëlected national committeeman.

At the election Captain Winant was cut by several thousand Republicans who were dissatisfied with his nomination and preferred to continue Governor Brown in office. The Coolidge landslide, however, pulled all the Republicans through and the result of the popular vote was as follows:

For Governor:	
John G. Winant, Concord, *R*	88,650
Fred H. Brown, Somersworth, *D*	75,691
Total vote	164,341
Majority for Winant	12,959
For United States Senator:	
Henry W. Keyes, Haverhill, *R*	94,432
George E. Farrand, Concord, *D*	63,596
Total vote	158,028
Majority for Keyes	30,836
For Member of Congress:	
First District:	
Fletcher Hale, Laconia, *R*	44,758
William N. Rogers, Wakefield, *D*	36,306
Total vote	81,064
Majority for Hale	8,452
Second District:	
Edward H. Wason, Nashua, *R*	47,588
William H. Barry, Nashua, *D*	29,880
Total vote	77,468
Majority for Wason	17,708

A Republican Landslide—Coolidge carried every county in New Hampshire and Winant all but Coos and Hillsborough. The only Democratic county officers elected were Sheriff John T. O'Dowd of Hillsborough and Register of Deeds W. D. Thompson of Coos. The executive council was made up of five Republicans and nineteen Republicans and five Democrats in the State Senate. To the House of Representatives 252 members were elected as Republicans, 138 as Democrats and one as an Independent. Thirty candidates were given both Republican and Democratic nominations.

The vote as to calling a constitutional convention was 42,616, no; 22,520 yes.

Following the election, political interest was far from slumping entirely, although Governor-elect Winant got away as soon as he could for a brief vacation in Bermuda.

There was a rapid development of candidacies for places to be filled by the incoming Legislature or the next State administration and a commendable amount of discussion in the press and at various gatherings of subjects likely to receive consideration.

The State election was remarkably free from personalities. It was a clean contest between the most popular Democrat New Hampshire has known in our generation, and a young Republican who entered the contest comparatively unknown, but who steadily gained the confidence and respect of our citizens until they gave him a majority on election day which has been exceeded by only four Republican Governors. The Democrats recognized the critical nature of the situation. They were ready to concede everything in order to save the Governor. Trading votes was said to be the order of the day. It was commonly reported that many lesser candidates were freely sacrificed to secure more votes for the head of the Democratic State ticket.

Governor Fred Brown actually polled some 4,000 votes more in 1924 than he received during the Democratic landslide of 1922, when he was elected by a majority of 8,000. He ran 17,000 ahead of John W. Davis and received 12,000 more votes than were polled in New Hampshire by the Democratic candidate for President in 1920. Yet John G. Winant defeated this exceptionally popular man by about 13,000 votes, a truly remarkable accomplishment for a young man but little known to the general public.

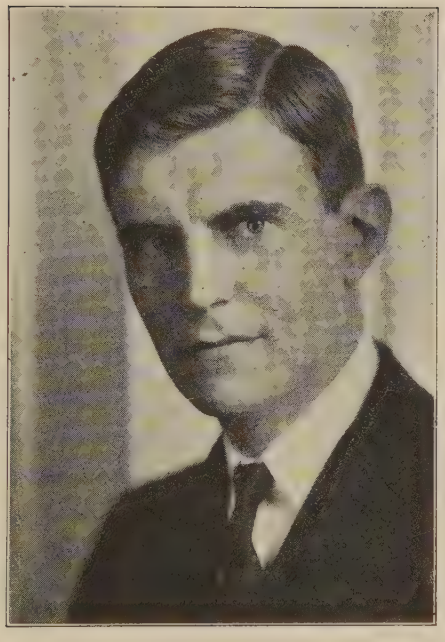
Governor Brown stood for reëlection with all the prestige of a creditable two years' administration. That he aspired to break the one term precedent does not appear to have been an important factor in the outcome. Certainly his opponent did not use that argument in his campaign.

LaFollette polled about 9,000 votes in New Hampshire. Most of these were drawn from Democratic sources in the industrial centers. Fighting Bob had the support of an influential part of the State Federation of Labor and of the railroad employees.

John G. Winant—Captain Winant had enlisted in the war as a private and won his captaincy and command of an American aero squadron on the battlefields of France in 1918, being a type of man not often found, and all too seldom in the turmoil of State politics.

He came to New Hampshire as a student in 1903. After completing his college course his natural path lay toward a commercial or professional career in one of the larger cities. When he came to make the decision he found that something in the ruggedness of the New Hampshire hills, something about the streams and forests of the old Granite State, made an irresistible appeal to his nature.

At Concord he purchased a home, one with ample grounds, on the outskirts of the city. With his wife, who before her marriage was Miss Con-



GOVERNOR JOHN G. WINANT

stance Russell of New York, and his children, he enjoys a simple home life.

He is a human dynamo of driving energy. This shows in his numerous and varied business ventures. They include real estate, lumber, building, newspaper publishing, printing, land development and several other enterprises.

He was elected to the House of Representatives where, in the session of 1917, he served acceptably on several committees and learned the machinery of State government. The next two years found him serving his country in France, but in 1921 he was back in the Legislature, this time as Senator from the 9th district. When the General Court of 1923 opened its stormy session John Winant was in the House.

In educational affairs he was vice-rector of St. Paul's school before he became a candidate for Governor.

Governor Winant came to his inauguration on January 8, 1925, the youngest among the chief executives of the States of the Union, but well prepared, nevertheless, by ability, training and experience for his new duties.

To the university curriculum at Princeton he had added work as an educator, both as a teacher and as an administrator. Then came active participation as an overseas combatant in the World War, an experience unsurpassed for the making and testing of character.

After the Armistice, successful business ventures made it possible for him to resume an interrupted career of public service and to come to the executive chair well acquainted with the processes and problems of our State government through three terms in the Legislature, two in the House of Representatives and one in the State Senate.

His knowledge on this line, too, was more than surface familiarity. He had studied, as well as observed, our laws in the making and in the process of enforcement. He held positive and carefully considered views as to the State's needs and what should be done to supply them; views which he had not hesitated to affirm and reaffirm during the campaigns that gave him nomination and election.

In his inaugural address to the Legislature, Governor Winant made thirty recommendations, of which all but three bore fruit. The legislative majority did not feel that the time had come for establishing by State law a 48-hour work week for women and children in industry in New Hampshire. It refused to ratify the child labor amendment to the federal constitution. And it did not liberalize the law governing employers' liability and workmen's compensation.

The rest of the Governor's Legislative programme, as outlined in his inaugural, went through successfully; and in all of the instances in which he felt constrained to exercise his veto power that action, too, was upheld by large majorities in the bodies to which were returned the bills disapproved.

Audit of State Accounts—At the outset Governor Winant had an audit made of State accounts and a new system of bookkeeping was installed in the treasury and in several of the State institutions and departments. He duplicated the feat of Governor Albert O. Brown in having every department and institution of government live within its appropriation.

An inventory was made of State property. The State tax commission made praiseworthy progress in securing greater uniformity and more justice in the valuation of all property throughout the State for the purpose of tax assessment. The general poll tax was reduced to $2. The reëstablishment of the office of State auditor proved a wise step. An audit made by an official of the State tax department at the instance of Governor Winant of the automobile tax collections in cities and towns revealed some instances of laxity.

Legislature of 1925—The Legislature of 1925 met January 7. In the Republican caucus George A. Wood of Portsmouth, candidate of the Progressive faction for speaker, defeated Arthur W. McDaniel of Nottingham. In the House of Representatives the next day Mr. Wood was elected speaker by 282 votes against 128 for George H. Duncan of Jaffrey, the Democratic candidate. In the Senate Charles W. Tobey of Temple defeated Judge Frank P. Tilton of Laconia in the Republican caucus by a majority of one vote and he was elected president of the Senate by eighteen votes against four votes for William G. McCarthy of Manchester, the Democratic candidate.

The members of Governor Winant's council were John A. Edgerly of Tuftonboro, John A. Hammond of Gilford, Arthur E. Moreau, mayor of Manchester, Samuel A. Lovejoy of Milford and Jesse M. Barton of Newport. All were Republicans.

In his farewell address to the Legislature, Governor Brown called attention to the fact that his administration had paid off $870,000 of the bonded debt and had wiped out the net debt entirely. He reported that all departments had kept within their appropriations as they had done under his predecessor. He left a cash balance in the treasury of $2,727,893.

Among the prominent members of the Legislature of 1925 were 14 women, an increase of 11 over the number in the previous session. Among the members were Frank L. Gerrish of Boscawen, Harry D. Hopkins of Keene, Rev. William Weston of Marlboro, Arthur P. Morrill of Manchester, Dr. Guy E. Chesley of Rochester, Levi S. Bartlett of Kingston, a lineal descendant of Dr. Josiah Bartlett, the first Governor, Dr. Samuel T. Ladd of Portsmouth, Harry M. Cheney of Concord, Judge Frank N. Parsons of Franklin, Harry L. Meader of Rochester, Ovid F. Winslow of Nashua, Professor James P. Richardson of Dartmouth College, George

W. Barnes of Lyme and former Governor Albert O. Brown of Manchester.

Huntley N. Spaulding's Candidacy—The session had hardly begun when Huntley N. Spaulding, president of the State board of education, announced on January 9 that he would be a candidate for Governor at the next election. On March 5 George H. Moses was elected president pro tempore of the United States Senate, a distinction which aided greatly in the campaign for his reëlection the coming fall.

Fred H. Brown appointed—On March 12 Governor Winant appointed his predecessor Fred H. Brown public service commissioner to succeed Professor Thomas W. D. Worthen who had held the position ever since it was established in 1913. Governor Brown was a bachelor until a few weeks after he retired from the office of Governor when he married Miss Edna C. McHarg, chief clerk of the secretary of State.

Progressive Legislation—An attempt to repeal the primary law was defeated in the Legislature. A mill tax was established for the benefit of the University of New Hampshire. A new dormitory was built at the Keene normal school. A coöperative marketing law was passed for the benefit of agriculture and a dairy inspector was provided for that department.

The Legislature determined the legal status of the State's trust funds, which had been in dispute in star chamber conferences of political leaders of both parties for years through an opinion handed down by the Supreme Court which declared in substance that appropriation of capital amounts for general purposes of the State was in accord with the provisions of contracts of acceptance made by the State. The opinion which appropriately discussed only the legal phases of the problem and avoided all moral issues, authorized by its interpretation of law a recommendation by the Governor that remaining trust fund securities of speculative nature be sold at such time as the best business judgment directs and the revenue, anticipated to be at nearly $300,000, turned into the State treasury.

Rejection of proposals to do away with direct nomination of party candidates for office through the primaries and the substitution of a caucus and convention system, the defeat of the 48-hour law for women and children in industry and the refusal to ratify the child labor amendment to the federal constitution were the chief actions of negative nature recorded in legislative action.

Child Labor Amendment—In the annual message of the President of the United States to Congress, delivered on December 6, 1923, President Coolidge recommended that:

"For purposes of national uniformity we ought to provide, by constitutional amendment and appropriate legislation, for a limitation of child labor, ..."

As a direct result of this recommendation, Congress passed by the necessary two-thirds majority the so-called child labor amendment.

The Republican national platform contained the following plank:

"We commend Congress for its prompt adoption of the recommendation of President Coolidge for a constitutional amendment authorizing Congress to legislate on the subject of child labor, and we urge the prompt consideration of that amendment by the Legislatures of the various States."

Governor Winant urged ratification but the Legislature declined to ratify.

The propaganda in support and in opposition to the Federal Child Labor Amendment with which our State was then flooded has developed a keen interest in this question.

The terms of the proposed amendment, which was submitted to the States by a two-thirds vote of Congress were as follows: Section 1. "The Congress shall have power to limit, regulate and prohibit the labor of persons under 18 years of age." Section 2. "The power of the several States is unimpaired by this article except that the operation of State laws shall be suspended to the extent necessary to give effect to legislation enacted by the Congress."

The opposition to the amendment centered mainly around two arguments: First, that no further power should be centralized in the hands of the national government; second, that Congress should not be given authority to regulate or prohibit the labor of minors up to the age of 18. In many rural communities there was a wide-spread fear that the adoption of the amendment might lead to federal legislation, which might result in interfering with work which children then performed on the farm and in the home. These people had a distrust of Congress which the supporters of the amendment resented.

The assumption that Congress would abuse the powers given by this amendment was felt by many to be unjustified. These latter people had more faith in Congress and declared the charge that Congress would impose idleness by law and forbid boys to sell newspapers or to help their fathers and mothers was unjustified and unwarranted. They pointed to the fact that two child labor measures already enacted by Congress were directed exclusively to children industrially employed, not applying to those engaged in farming or household occupations. These two national laws aimed to prohibit the labor of children in factories under fourteen years of age. They further provided that children between the ages of fourteen and sixteen should not be employed in such establishments more than eight hours a day or six days a week. The United States Supreme Court held both of these laws unconstitutional by a vote of five out of nine of the judges. The amendment was not adopted by the necessary number of States.

Governor Winant's Policies—By the exercise of economy, the Winant administration was able to carry on its liberal policy towards institutions and departments and to refund $900,000 of illegally collected taxes without resorting to the bond issue authorized for this purpose by the Legislature.

The policy of the Winant administration as to the State's prosperity was "Keep all we have got and try to get more," and in its support the Governor enlisted the aid of the Legislature through two special appropriations.

One of these appropriations was used in engaging special counsel to represent the State in opposition to the attempts of the Boston & Maine Railroad to abandon several of its branch lines in New Hampshire and to reduce in other ways its service. With the spirited coöperation of the localities affected, these attempts were to a large extent defeated, and the people thoroughly aroused to be on their guard for the future.

The other special appropriation was one of $50,000 for the use of the State publicity board created by legislative act and appointed by Governor Winant. This sum was equally matched by popular subscription, and the resultant fund spent in the widespread advertising of New Hampshire's advantages, attractions and resources.

Publicity Stunt for the Press—New Hampshire played the part of host in July, 1926. More than a hundred newspapermen from 43 States were the guests of the Granite State for a week as a part of the advertising program of the New Hampshire Publicity Bureau.

The visitors were welcomed at the State line in Nashua by Governor Winant and other officials on July 12th and their tour of the State began. Everywhere they were greeted by enthusiastic crowds, as each community tried to outdo the welcome given in other cities and towns. Favorable weather enabled the journalists to see New Hampshire scenery at its best and all were impressed by its charm.

A clambake on Hampton Beach was the final event in the full program for the entertainment of the visitors planned by the publicity bureau. The newspapermen left New Hampshire regretfully; they will long remember the attractions of the Granite State as a vacation land and the hospitality of its people.

Started Road Survey—A vital need in connection with the State's future development is a clearly defined policy of highway construction and maintenance. To make possible the framing of such a policy Governor Winant arranged for the coöperation of the State and federal road departments in a highway survey of New Hampshire, one of the first of the kind to be completed in this country which gives the required data, hitherto unavailable, for a competent consideration of road problems.

In this connection Governor Winant, with the State commissioners of highways and motor vehicles, attended the national safety conference called by Secretary Hoover to meet in Washington at which the road dangers were considered. Later Governor Winant addressed on the same topic a New England conference called by Governor Fuller of Massachusetts.

The reorganization of the State banking department was an important move in the direction of increased efficiency and greater protection of the people's interests. On the same line was the reappointment of John E. Sullivan, Democrat, as insurance commissioner, by a Republican Governor, because of the commissioner's fearlessness and efficiency in enforcing the "Blue Sky" law against investment frauds.

The conservation and development programs of the State departments of agriculture, forestry and fish and game have been given staunch support. Progress has been made in adding to the State's forest reserves; in increasing the capacity and output of its forest nurseries; in reforestation; in fire protection; in fighting the white pine blister rust.

Gillis Murder, 1925—On July 23, 1925, the most brutal murder in the recent history of New Hampshire occurred at Hudson when two aged sisters, Helen Gillis and Georgianna Gillis were slain by Louis Labombarde, a boy living in Merrimack. The murder was unsolved for some weeks until finally the State offered a reward of $2,000, which led to the arrest and conviction of Labombarde, who was given a life sentence the following January. On November 16 another murder occurred at Ashland, in which Fellows, a gunman, escaped and a man hunt was conducted for some days, in the course of which troops, of the State militia, were ordered out under the personal command of Governor Winant.

First Air Mail Service—The first air mail service established in the United States was at Lake Winnipesaukee on August 1, 1925. On that occasion Robert S. Fogg of Concord took the mail in his seaplane from Wolfeboro and made a tour of the big lake in one hour and ten minutes, covering a distance of 43 miles. Mail was delivered and received at Camp Wyanoke, Camp Ossipee, Philip Small's Landing, Camp Belknap, Chester I. Campbell's Hotel, Camp Idlewild, Long Island and Sandy Island, taking mail to The Weirs where it connected with the southbound train on the Boston and Maine Railroad.

Arrangements for this service were made by the Winnipesaukee Lake Region Associates and the United States postoffice officials at a meeting in Laconia July 22, 1925. Frank P. Hobbs was chairman of the postoffice and mail committee of this organization. Captain Fogg successfully conducted this air mail service throughout the season.

Air mail service between Boston and New York was not inaugurated until July 1, 1926.

Experiment in Public Ownership—The first and only experiment in municipal ownership and operation of a railroad in New Hampshire came to a disastrous close when the Exeter, Hampton and Amesbury Railway ceased operation. Financial losses every year since the road passed from private to public hands was the reason for the failure and this series of losses attributed, in turn, not to any defects in public ownership, but to the inroads of automobile traffic.

This railroad ran from Exeter to Hampton Beach with several contributing lines in Hampton, North Hampton and Seabrook. It was built 18 years previously, when electric railroading appeared to have a bright financial prospect, this road serving at first a tremendous summer travel to Hampton Beach. Immediately the motor vehicle came in, the road ceased to pay. From 1909 until 1917, under private management, there was only one year in which receipts exceeded expenditures.

In 1918 the private railroad corporation petitioned the public service commission for permission to discontinue its lines. The towns that were being served did not want to lose their trolley service and they agreed to take the road off the hands of the railroad company. The New Hampshire State constitution has a provision which forbids any town from loaning or subsidizing any private corporation or taking any of its stock or bonds. Notwithstanding this provision, the State Legislature in 1919 passed a special act to permit the municipal ownership and operation of railroads. This act was to take care of the Hampton situation and, although doubts had been expressed as to its constitutionality, the question never came before the courts.

A special committee representing the town of Exeter appraised the value of the railroad at $49,000 in 1919 and on the basis of that appraisal, Exeter decided not to enter into a purchase of the road. Two years later, however, the town of Hampton bought the road for $76,000.

During the years of public ownership and operation there was a decline in income and in number of car miles operated every year. The first year, in 1921, the income was $60,000 and expenses were $69,000. In 1922 the income fell to $55,000 and expenses were cut to $60,000. In 1923 income fell to $47,000 and expenses were reduced to $56,000. In 1924 the income dropped to $43,000 and expenses to $53,000.

There was, in 1925, a still further shrinkage in patronage and finally the town decided to quit operating the road. As a last resort, employees of the road, motormen and conductors, offered to take over the road and guarantee operation provided they could have full control over it. This proposal was turned down and the road stopped.

Municipal Physicians—Under the State law of 1925 towns are empowered to take action offering inducements to doctors of medicine who wish to locate in the towns. The Medical Society "Journal" printed an

article in 1926 on this law in New Hampshire and consequently the need of doctors has had considerable publicity. In some cases where two small towns lack a physician, it has been arranged to have a doctor take care of both towns. The lack of accommodations in dwelling places frequently discourage the physicians and there was one instance where a brilliant young doctor went to a New Hampshire small town to administer to the wants of the community only to fail to find a suitable residence. He was therefore forced to abandon his plans and leave.

Surely such a situation is unfortunate, to say the least; not to have a doctor within 20 or 30 miles of a village of 700 or 800 souls as is the case in some New Hampshire sections, borders upon a serious condition.

In the medical schools throughout the country classes of intelligent and highly-trained young men receive diplomas entitling them to practice the medical profession, and as year follows year these men are turned into the world.

More and more there seems to be a tendency for the medical student to shun the general practice of his father, and to choose instead a specialization and usually the material returns are far greater. The physician therefore who selects general practice is not in the majority as formerly, consequently the number of physicians who, in addition to being disposed to take up general practice, find a lure in rural work is becoming less all the time. This condition adds to the seriousness of the small town problem.

New England Council—In 1925 the New England Council, an organization for the promotion of commerce and trade in the New England States, was organized at the suggestion of the New England Governors. The first meeting of the council was held at Worcester, Massachusetts, in November and the permanent organization was formed, consisting of twelve representatives from each of the six States. The next meeting was at Providence, and in September, 1926, a meeting was held in New Hampshire at the Mount Washington Hotel.

Members of the New Hampshire council were William S. Rossiter, head of the Rumford Printing Company in Concord; former Governor Robert P. Bass; Representative Milan A. Dickinson of Swanzey; ex-Senator Perry Fairfield of Hanover; Andrew L. Felker, commissioner of agriculture; Major E. Curtis Matthews, Jr., of Portsmouth; Colonel Frank Knox, publisher of the Manchester "Union"; George M. Putnam, president of the federation of farm bureaus; Eaton D. Sargent, mayor of Nashua; former Governor Rolland H. Spaulding; Charles W. Tobey, president of the State Senate; Albert E. Worcester, manufacturer in Manchester; and Donald E. Tuttle, secretary of the State publicity commission.

In September, 1926, the council made a report with many recommendations. It recommended, among other things, that the educational of-

ficials and labor officials work together to help young people to secure permanent positions in New Hampshire, who otherwise might leave the State. The council's report included the following:

Occupations in New Hampshire—The population of the State of New Hampshire in 1920 approximated 445,000, a very nearly stationary figure as compared with the number of persons residing in the State in 1910. The number of persons in 1920 above the age of ten years was 361,000, and of these 192,000, or 54 per cent of all persons over ten years of age were engaged in some form of money-making activity. Two-thirds of those persons in New Hampshire who were thus gainfully occupied were engaged in some form of manufacturing or of agriculture, hence in our State these two great general callings supplied nearly all the support of its citizens engaged in any form of activity, since the other callings depended for their return, directly or indirectly, upon the two great sources of created wealth.

Unwisdom of Old Methods—At present an amazing situation exists in our State. Farmers are struggling desperately to market their products, but their markets are so limited that they are unable to produce even a small part of what their farms are normally capable of producing. Yet the people of New Hampshire as a whole are consuming great quantities of the same products imported from outside the State. In 1917, at the height of the war period, when the government commandeered the greater part of the freight service of the railroads of the Nation, there were imported into the city of Concord alone 17,000 bushels of potatoes from other and even distant States. A study being made by the University of New Hampshire indicates that at the present time, while we export potatoes, we are importing immense quantities. We are importing, mostly from Chicago, at least half of the butter which is used in this State, and other agricultural products in the same proportion. This is entirely our own fault. It is the product of slipshod and inefficient methods and utter absence of systematic effort to help ourselves.

We believe that the agricultural problem in New Hampshire resolves itself into this: that it is not possible to compete on even terms in staples with States more fortunately situated with relation to climate, raw material, and farming area, but that, owing to our proximity to the cities, it is possible to market choice specialties, finely packed, at special prices, provided the product is up to the standard indicated and the selling machinery is adequate; hence the first requirement is to determine what those products are, how they can be standardized, packed and marketed, and, second, what steps shall be taken to put these conclusions into effect.

We believe that New Hampshire offers a far better field for a united forward programme for agricultural and State development than either of our north-country neighbors.

William H. Sawyer—On January 28, 1926, Governor Winant appointed Judge William H. Sawyer of Concord to be chief justice of the Superior Court. The appointment was opposed by two members of the Governor's council, but confirmed by a vote of three to two.

On May 4 the Rt. Rev. John T. Dallas was consecrated as the fifth bishop of the Episcopal diocese of New Hampshire. On the same day the Rev. John J. Lyons, pastor of St. Anne's Church in Manchester, one of the foremost Catholic clergymen in the State, died at the age of 66 years.

Crown Prince Gustave of Sweden and his English Princess Louise were guests of New Hampshire in June, 1926. They visited Portsmouth and were dined at the Jacob Wendell house.

On July 12, 1926, John W. Weeks, former secretary of war, died at Lancaster. Captain Weeks was born in Lancaster and kept a summer home there throughout his life. He was United States Senator from Massachusetts and a candidate for the presidency with strong backing from New Hampshire in 1920.

Sesqui-Centennial Celebration, 1926—Three days, May 30, June 1 and 2, 1926, were set apart for the celebration of the 150th anniversary of the establishment of independent government in New Hampshire, the program for which celebration was arranged by the commission appointed by act of the Legislature.

The first service, on Sunday afternoon, was a memorial service in honor of the Revolutionary patriots of the State, civil and military, who aided in the achievement of American independence.

On Tuesday, past and present State officials, executive, legislative and judicial, gathered at the State House for a general reunion and exchange of greetings; with a reception by the Governor and council and the Supreme Court.

Wednesday was characterized as Anniversary Day proper, a grand school parade participated in by the schools of Concord. In the afternoon the anniversary exercises were carried out, the leading feature being the anniversary address by James A. Tufts, professor of English at Phillips Exeter Academy, with brief speeches by distinguished representatives of different lines of activity.

This celebration had no reference to the national Sesqui-Centennial, or the celebration of the anniversary of the Declaration of Independence, carried out in Philadelphia. It was a new Hampshire affair, pure and simple, and celebrated an event of prime importance in the history of the State, which was the first in the union to establish an independent government. All the States or colonies, as they were then called, were governed, so far as they had any government at all, by provincial congresses, as they were generally called, the same being a sort of continuation of the

Assemblies under the Royal government, chosen by the people. Five of these congresses were held at Exeter after the dissolution of the Assembly by John Wentworth, the last of the Royal Governors. The Fifth Assembly voted to set up a formal government, and on January 5, 1776, adopted a so-called constitution or form of government, reported by a committee previously appointed to prepare and report the same; and on the following day organized a government under the same, and elected thereto twelve of its members to constitute the Council, or upper branch of the Legislature, while the balance of the members resolved themselves into an Assembly or House of Representatives.

In strict propriety the celebration should have been held in Exeter in January, but the commission wisely deemed it inexpedient to hold it in the midst of the inclement season and in a locality so far removed from the center of population.

The plan for celebrating the 150th anniversary of this historic event took definite form in the Legislature when a resolution was passed to provide for a State-wide observance. The Legislature provided for the appointment by the Governor of a commission to have charge of the celebration and the members of the commission were John G. Winant, Governor; Charles W. Tobey, president of the Senate; George A. Wood, speaker of the House of Representatives; Henry H. Metcalf, former State historian; John E. Young, State tax commissioner; James P. Tuttle, former attorney-general; Harry F. Lake, ballot law commissioner; Mrs. William Fellows, widow of Judge Fellows, and Mary E. Woodwood of Concord. The first formal observance was by the Daughters of the American Revolution at Exeter and the second by the Chamber of Commerce in that town.

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